

**ARCHITECTURE DEPARTMENT**

**MASTER OF ARCHITECTURE PROGRAMME**

**CHINESE UNIVERSITY OF HONG KONG**

**2006-2007**

**DESIGN REPORT**



**INFRASTRUCTURE AND THE CITY: URBAN FORM  
AS RELATIONSHIP BETWEEN INFRASTRUCTURE AND URBAN FABRIC**

**CHOW Tsz Kwan, Anna**

**May 2007**



Department of Architecture  
The Chinese University of Hong Kong

Master of Architecture 2006-07  
Design Report

## **Infrastructure and the City**

**Urban Form as relationship between infrastructure and urban fabric**

CHOW Tsz Kwan, Anna  
April, 2007

**For my parents,**

who have always been so supportive and loving,  
and have taught me to be a courageous person through demonstrating it themselves.



## **Acknowledgements**

I would like to express my deepest gratitude to Prof. Essy Baniassad, my thesis advisor, for his guidance throughout the year. The thesis topic is a challenging one; it has been developed to certain extent that I was quite surprised because it differs from what was originally thought of. Yet, I am very happy with this conclusion because it expressed even much bolder and deeper ideas than I have originally imagined. This year of thesis discussions has wrapped up what I have learnt in the past and triggered my thoughts to go beyond. All the intellectual discussions will be always on my mind.

The advice and critique from other professors have made the thesis and my architectural education a fruitful one. With warm thanks to (in alphabetical order) Prof. Denise Ho, Prof. Jeff Kan, Prof. Lawrence Liaw, Prof. Liu Yu-yang, Prof. Lawrence Liaw, Prof. Hendrik Tieben, Prof. Johnny Wong, Prof. Leng Woo, Prof. T.C. Yuet.

Friends are my important learning partners, especially in the exchange of ideas and thoughts. I would like to express my sincere thanks to (in alphabetical order) Andrew, Carmen, Charles Lam, Charles Cheng, Chi Ho, Emily, Iris, Jessica, Karen, Kenneth Li, Kenneth, Louis, Peter, Suk Yee, Ying, Wan and Wing. With special thanks to Parry, who has always been so patient caring and loving.

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# 0 Preface

0.1 Preface

0.2 Thesis Statement

## **0.1 Preface**

The thesis topic is a challenging one - the process of searching, insisting on the 'original idea', making mistakes, worrying... are all the invaluable ingredients to be bold.

# 1 CONFLICTS

Subject

1.1 Mutation of the Urban Surface

1.2 Metropolitan Rhythm

1.3 Disjunction

## 1.1 Mutation of the Urban Surface

"Every generation must build its own city." Antonio San'Elia, Manifesto of Futurist Architecture 1914, Florence, 15 March 1914.

Introduction of Mass Transport, in terms of railway in early 19th Century changes our city. It leads to the rise of infrastructural urban elements in the city.

Infrastructure, inevitably, becomes a force that shapes our city. Under the engineering approach where infrastructure is solely dedicated to the automobiles and its demands for efficiency, the insertion of such element into the rich context of resolved urban fabric is obviously incompatible. We are left with conflicts. Sometimes, the conflict maybe acceptable, but some may have negative impact. We are facing this uneasiness with the conflicts. The thesis examines these conflicts, look for possibilities and seek for resolution. When infrastructures are being woven into the urban intensities and become a generator of the city fabric, then our conflict is resolved.

Therefore, urban projects now must include the design for infrastructure. And this is an interdisciplinary process.

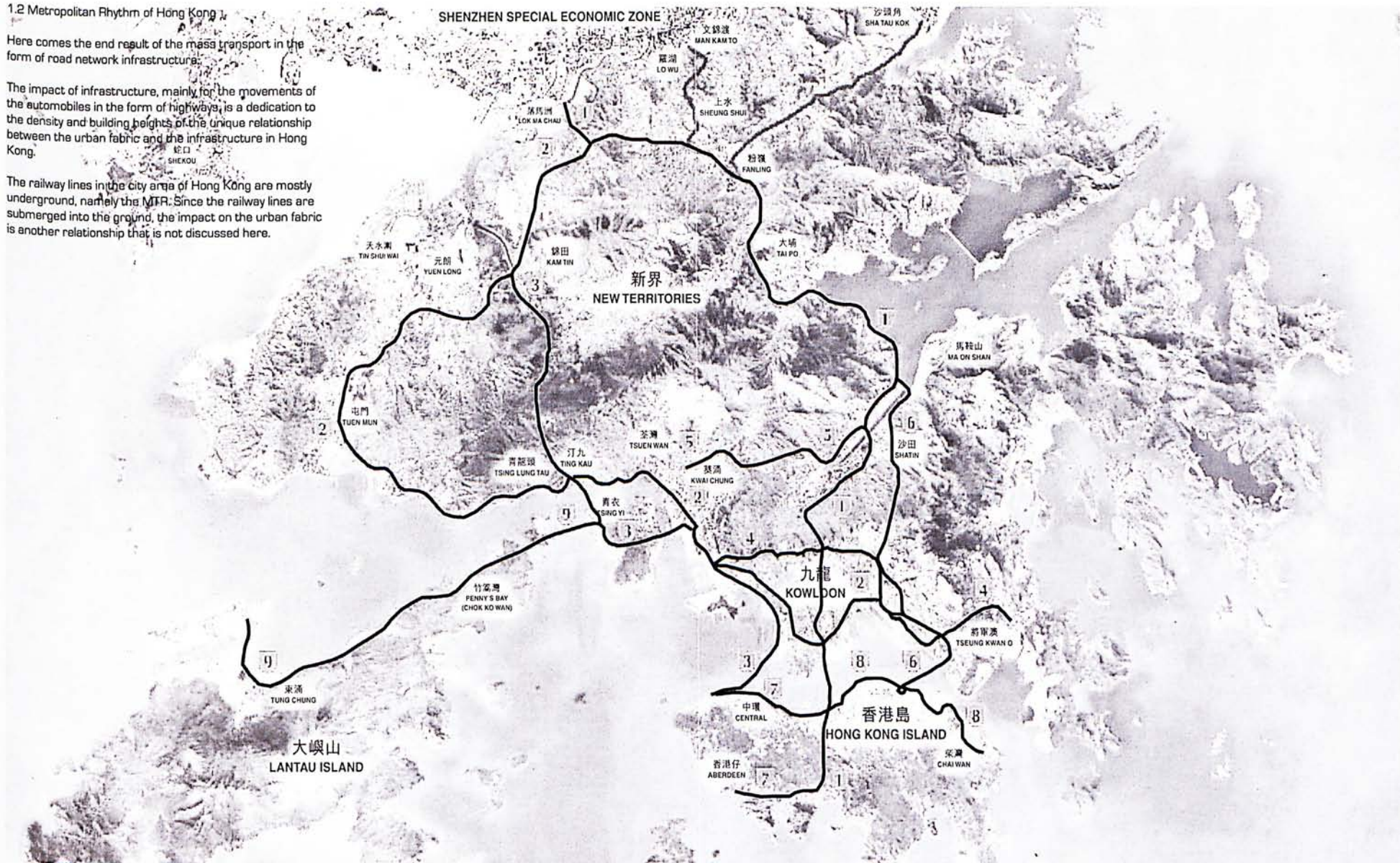


## 1.2 Metropolitan Rhythm of Hong Kong

Here comes the end result of the mass transport in the form of road network infrastructure.

The impact of infrastructure, mainly for the movements of the automobiles in the form of highway, is a dedication to the density and building heights of the unique relationship between the urban fabric and the infrastructure in Hong Kong.

The railway lines in the city area of Hong Kong are mostly underground, namely the MTR. Since the railway lines are submerged into the ground, the impact on the urban fabric is another relationship that is not discussed here.







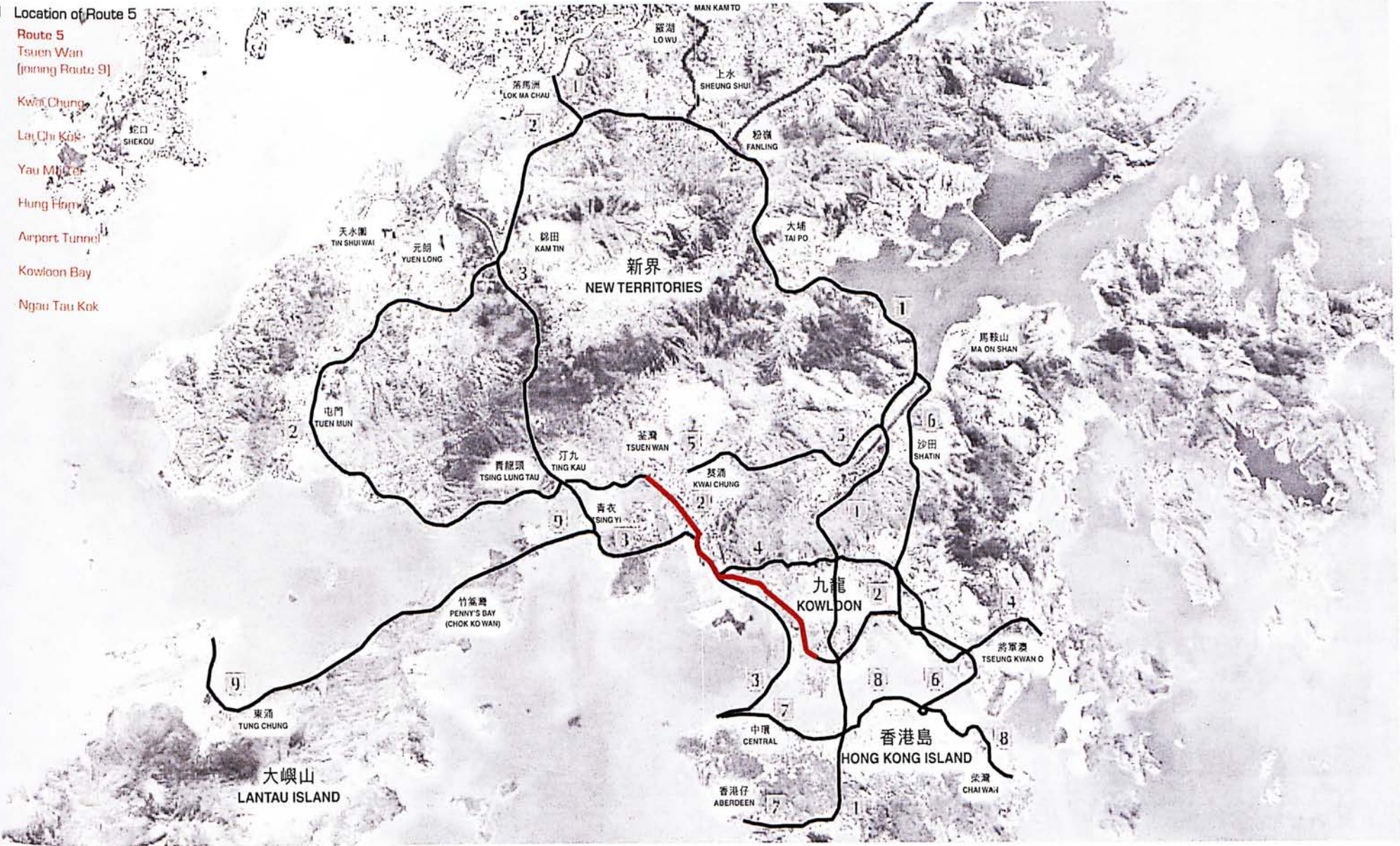
# 2 ROUTE 5 MANUAL

## Research

- 2.1 Overview
  - 2.1.1 Route Structure in Hong Kong
  - 2.1.2 Formation of Route 5
  - 2.1.3 City Structure along Route 5
- 2.2 Interruption
  - 2.2.1 View of Route 5 from the City
  - 2.2.2 Deficiencies of Crossings
  - 2.2.3 Edges and Boundaries
  - 2.2.4 Connectivity
  - 2.2.5 City Nodes
- 2.3 Homogeneity VS Heterogeneity
  - 2.3.1 Land Use
  - 2.3.2
- 2.4 Qualities for Integration
  - 2.4.1 Accessibility
  - 2.4.2 Regularity (and irregularity)
  - 2.4.3 Impermanence
- 2.5 Potential Strategic Locations
  - 2.5.1 Looping of the fabric
  - 2.5.2 Plateau of Programs
  - 2.5.3 Fabric Edge

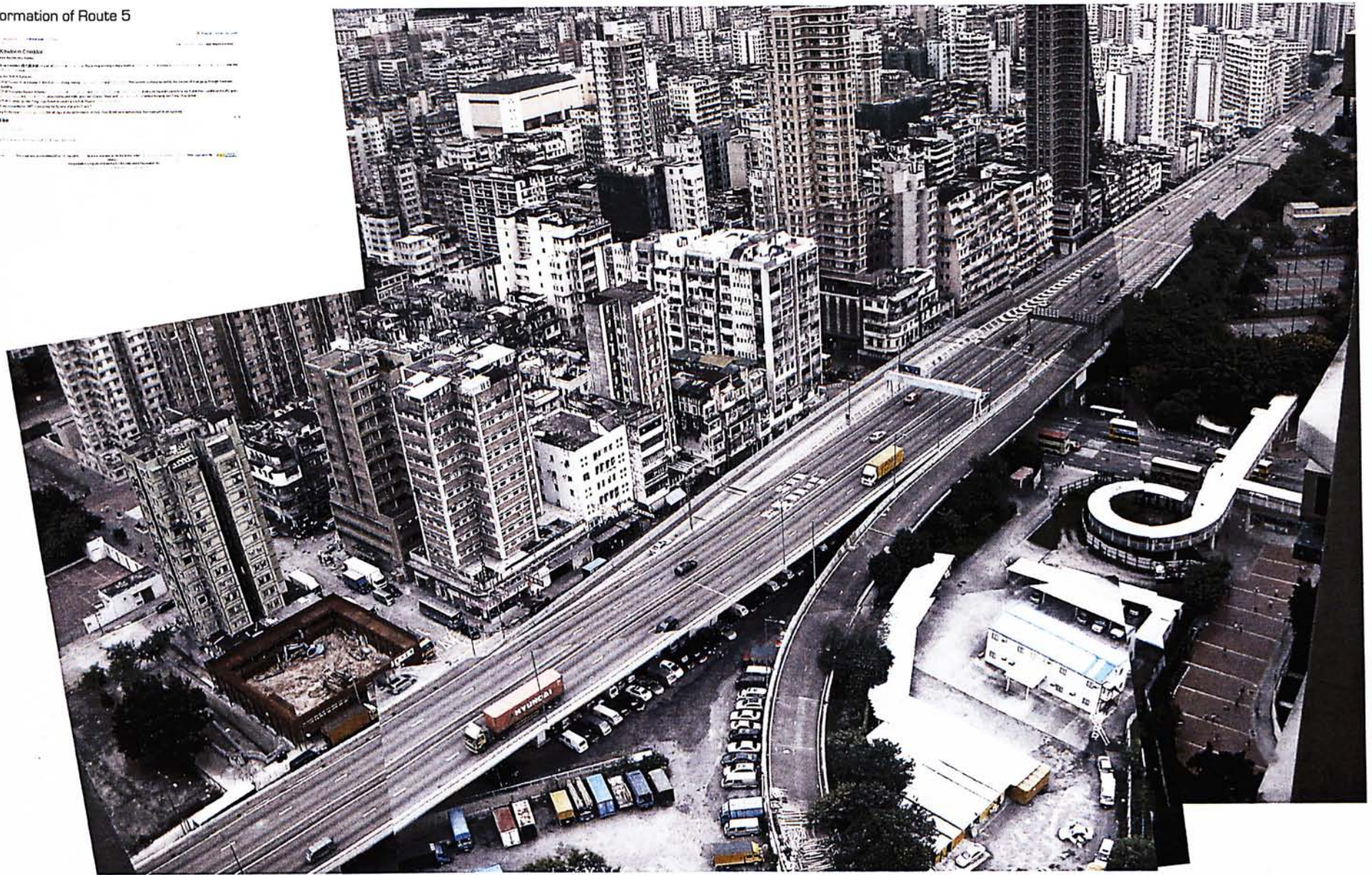
2.1.1 Location of Route 5

- Route 5
- Tsuen Wan (joining Route 9)
- Kwai Chung
- Lai Chi Kok
- Yau Ma Tei
- Hung Hom
- Airport Tunnel
- Kowloon Bay
- Ngau Tau Kok



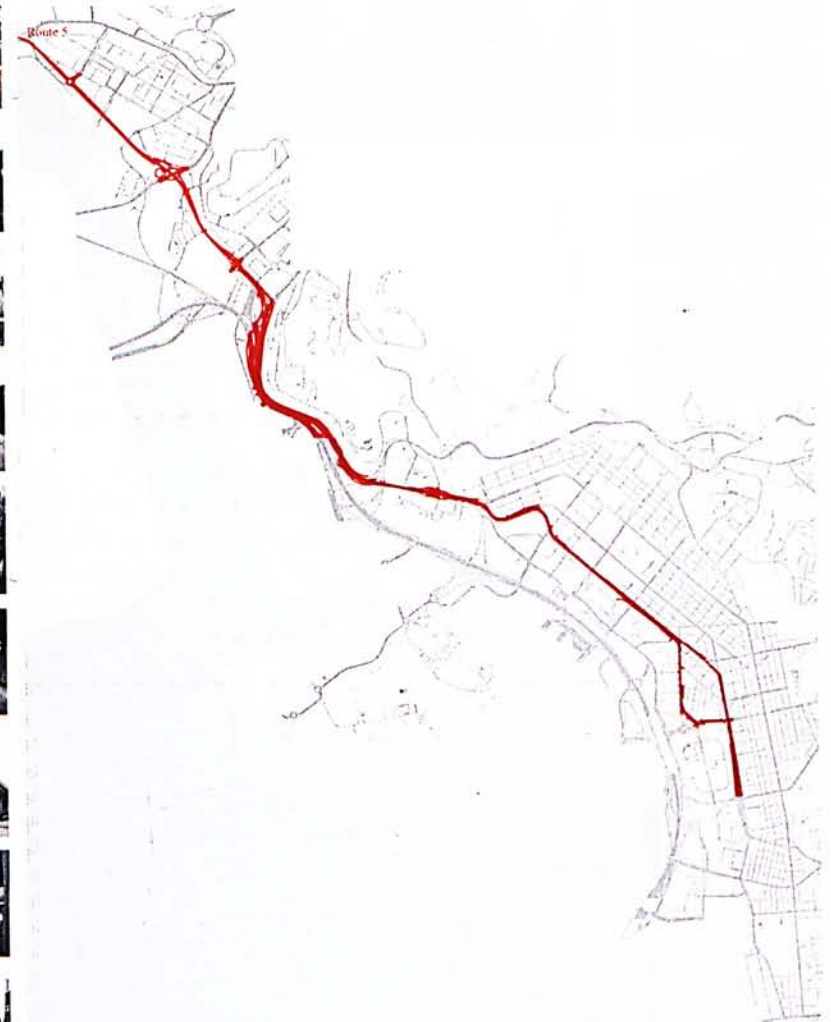


## 2.1.2 Formation of Route 5

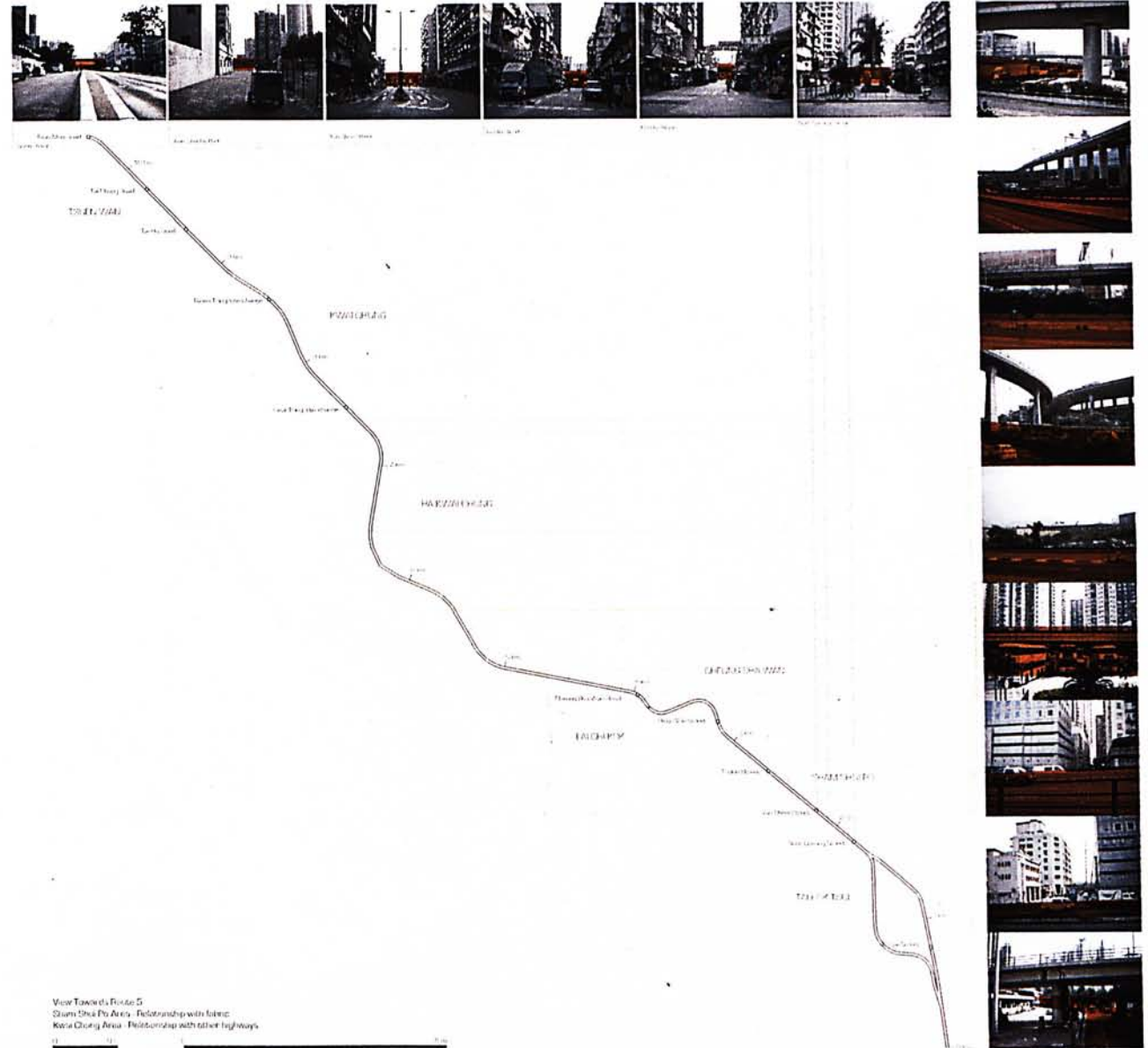




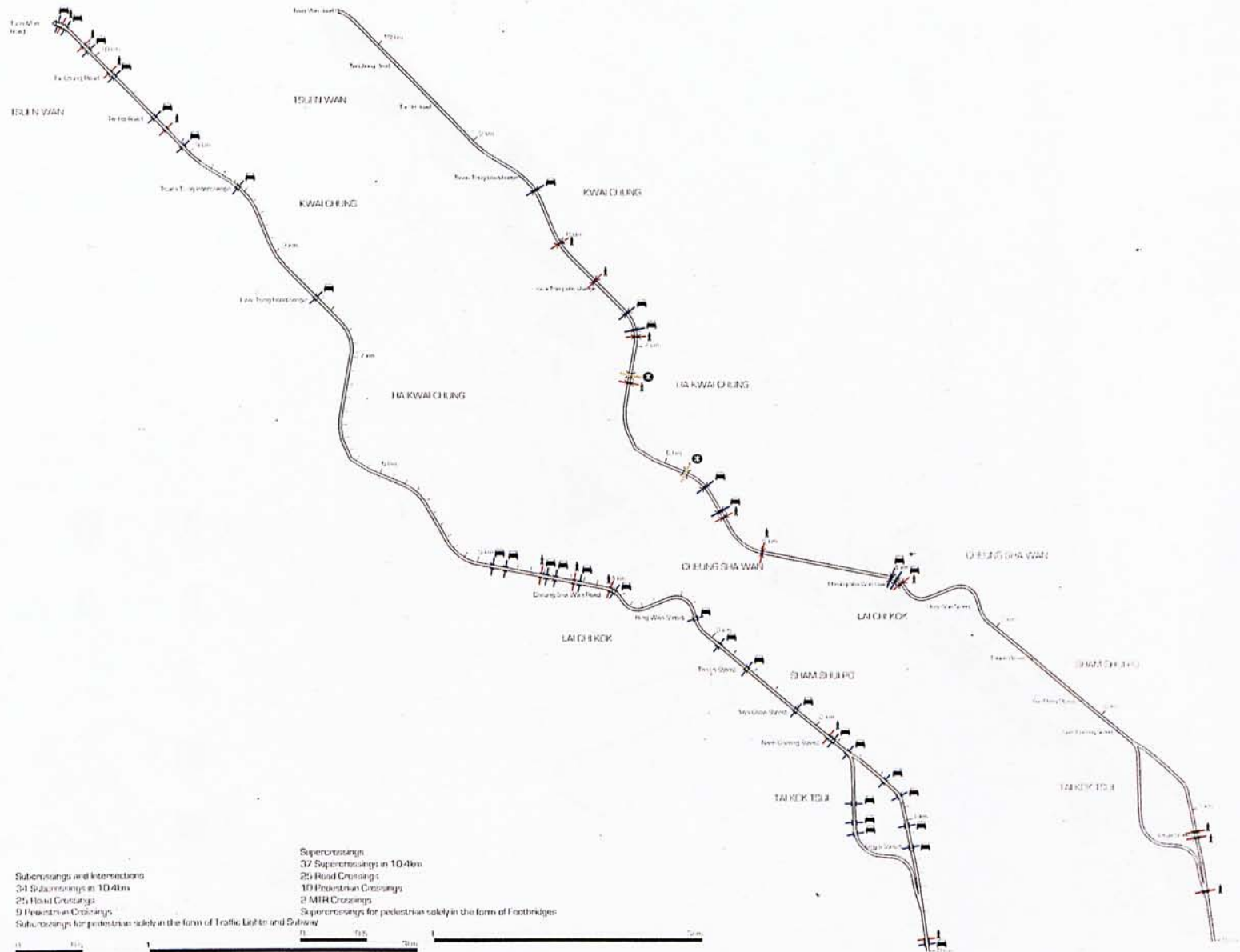
### 2.1.3 City Structure along Route 5



### 2.2.1 View From the City



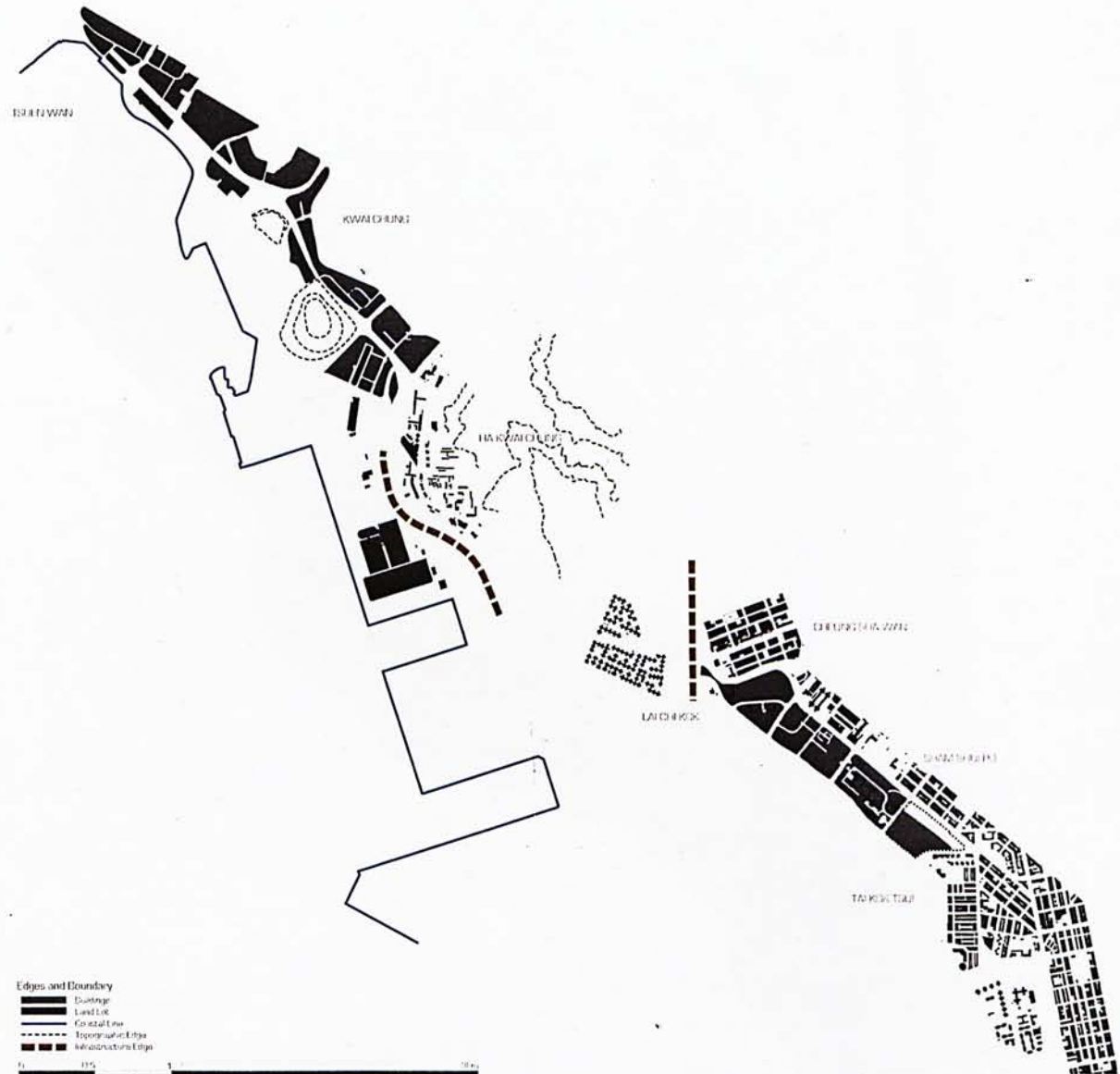
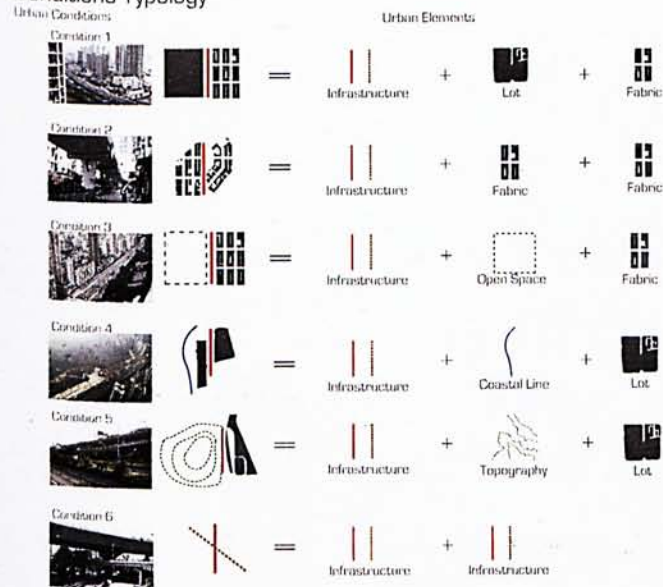
## 2.2.2 Deficiencies of crossings



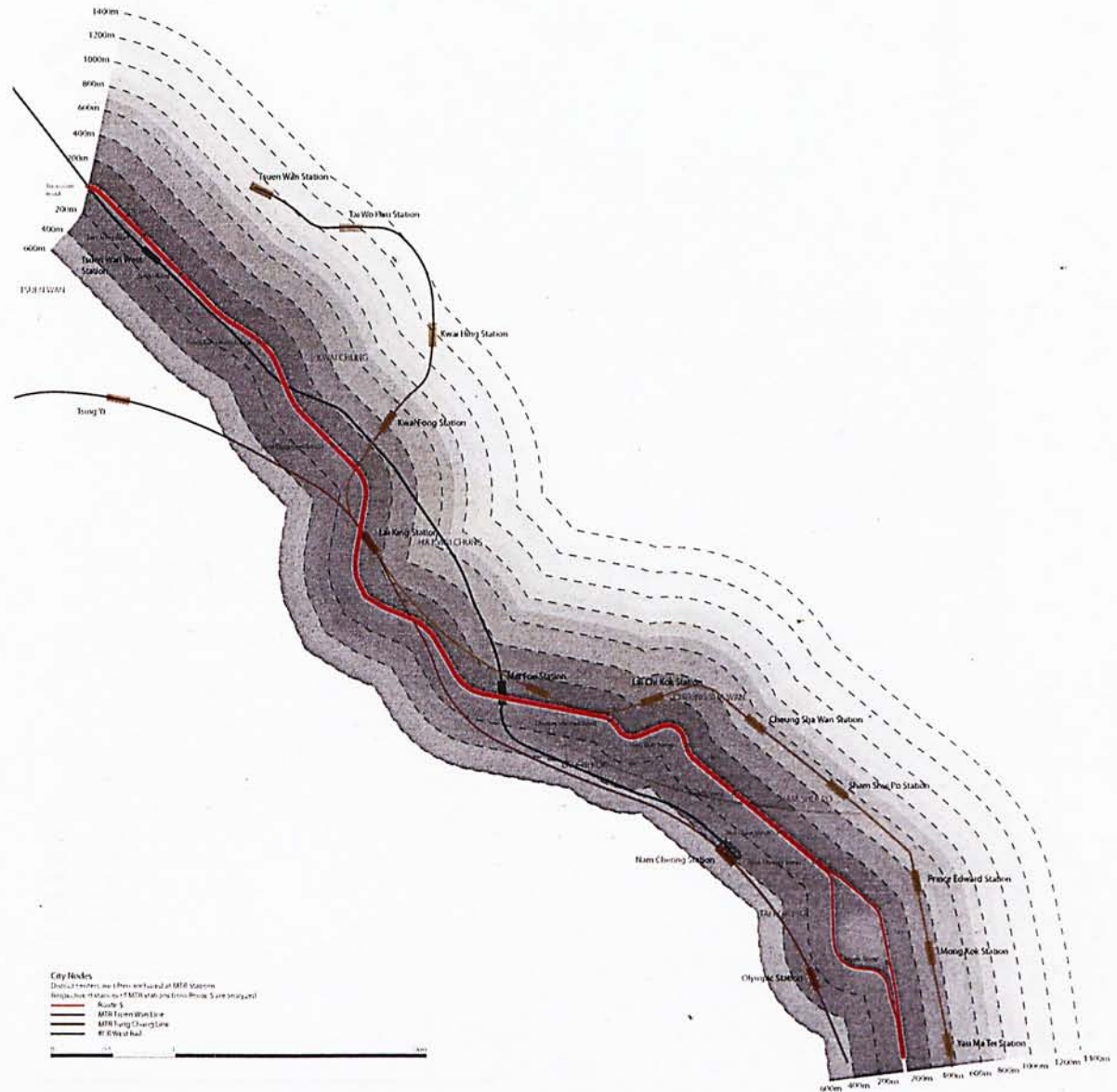
## 2.2.3 Edges and Boundaries

Infrastructure demarcated different kinds of urban edge among urban elements and interrupted the urban fabric, thus creating boundary.

### Conditions Typology

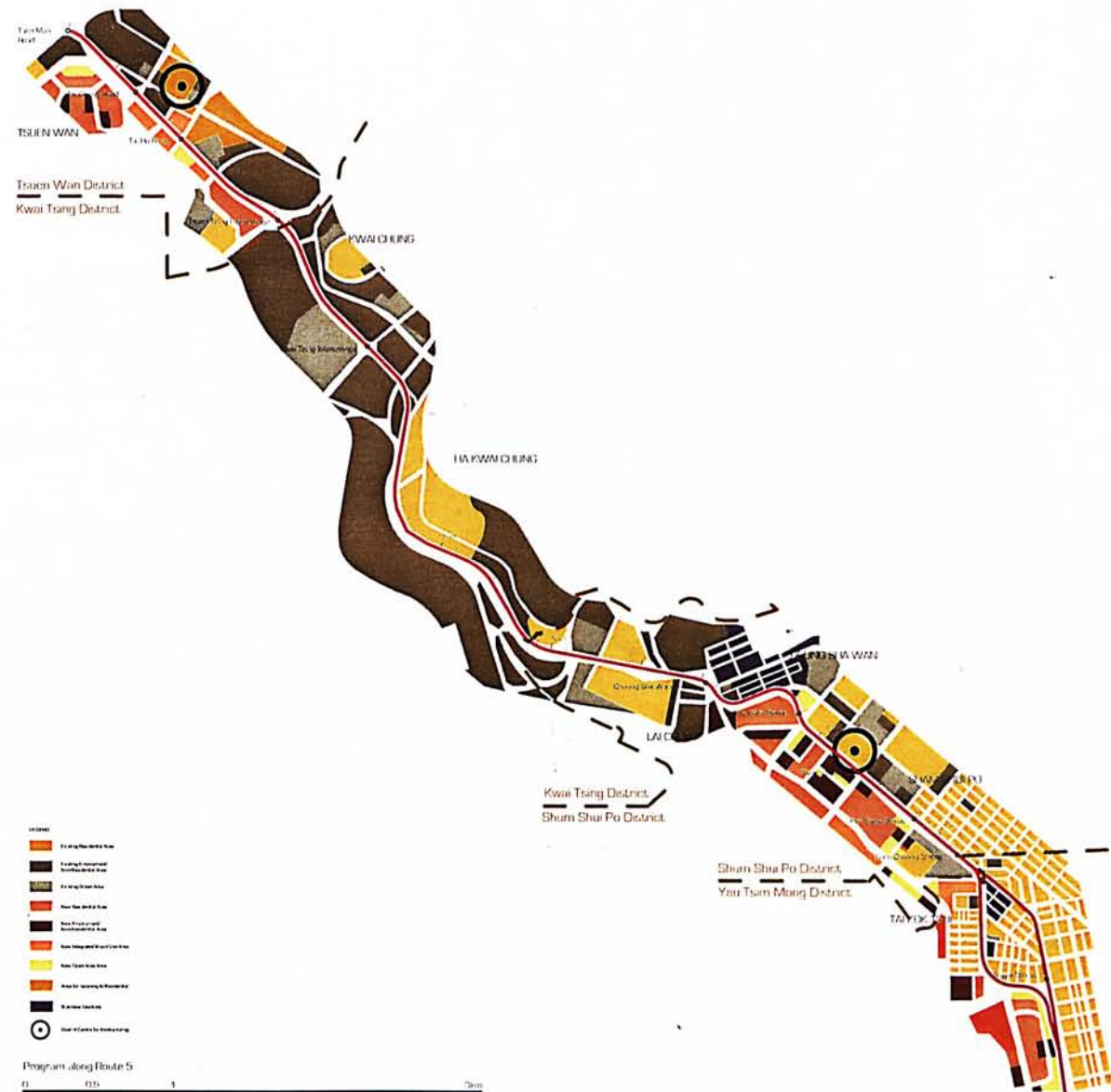


District centers are often anchored at MTR Stations. Respective distances of MTR stations from Route 5 are analyzed.





Contrasting to the mixed use of land in the urban fabric, the infrastructure is dedicated to a singularity of land use.



# 3 ISSUES

Critique of Current Situation

3.1 Incompatible Scale

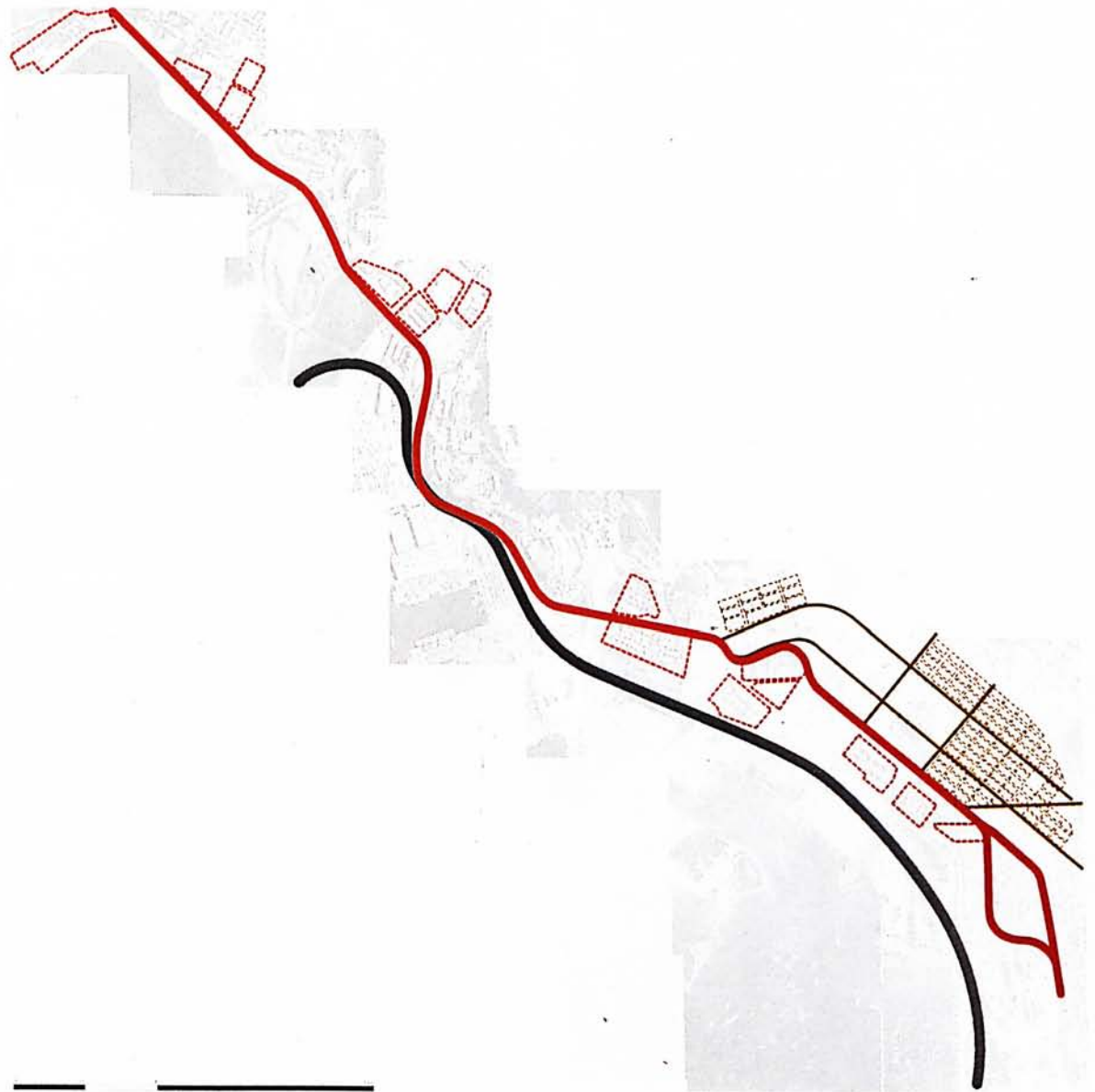
3.2 Segregation

3.3 Under-utilization

### 3.1 Incompatible Scale

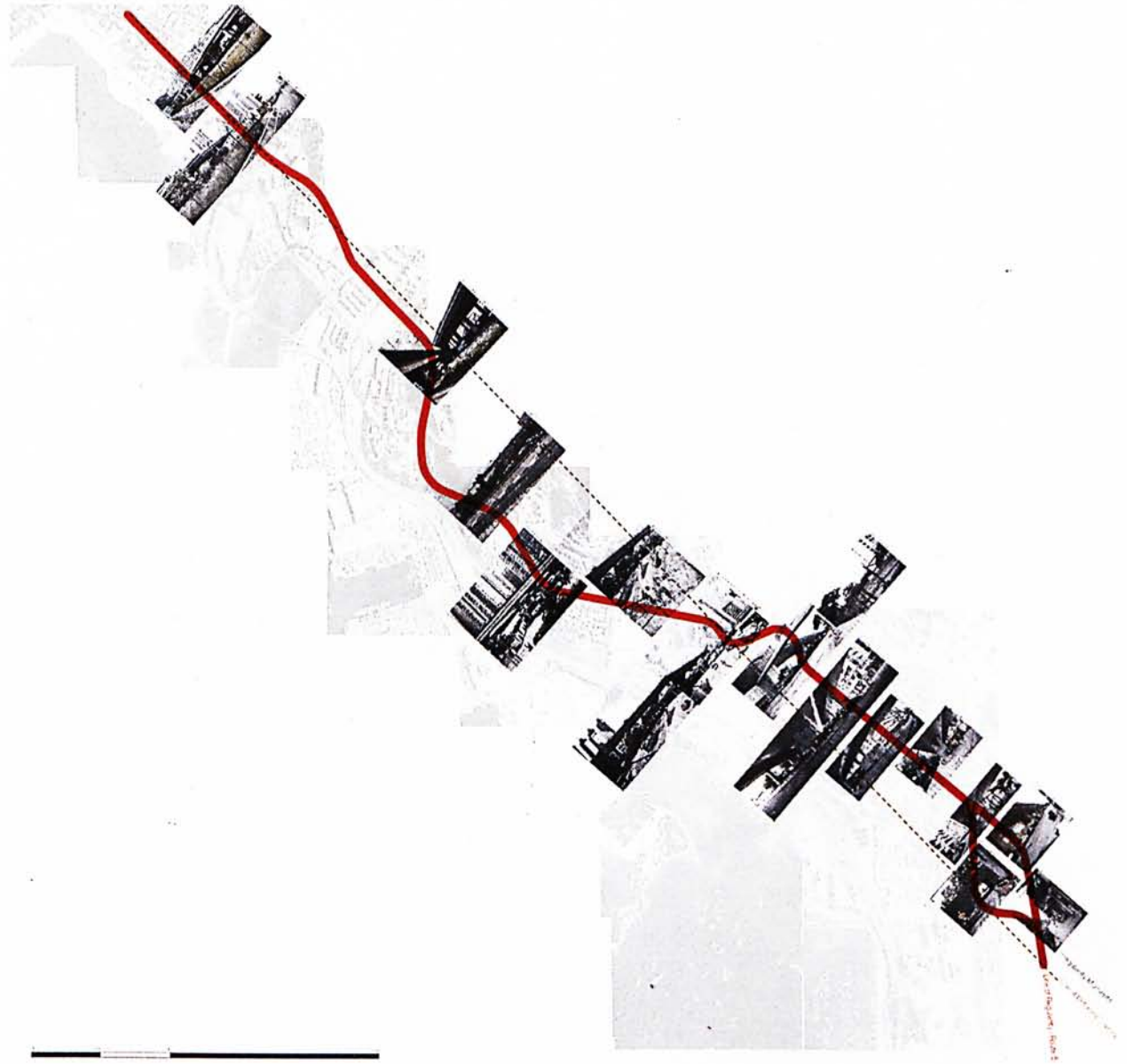
Infrastructure and Urban Fabric built at the same generation is compatible in scale. However, when two different generations are met, conflicts and disjunction are created.

- 1st Generation - Street Layer
- 2nd Generation - Bypass Layer
- 3rd Generation - Expressway Layer



### 3.2 Segregation

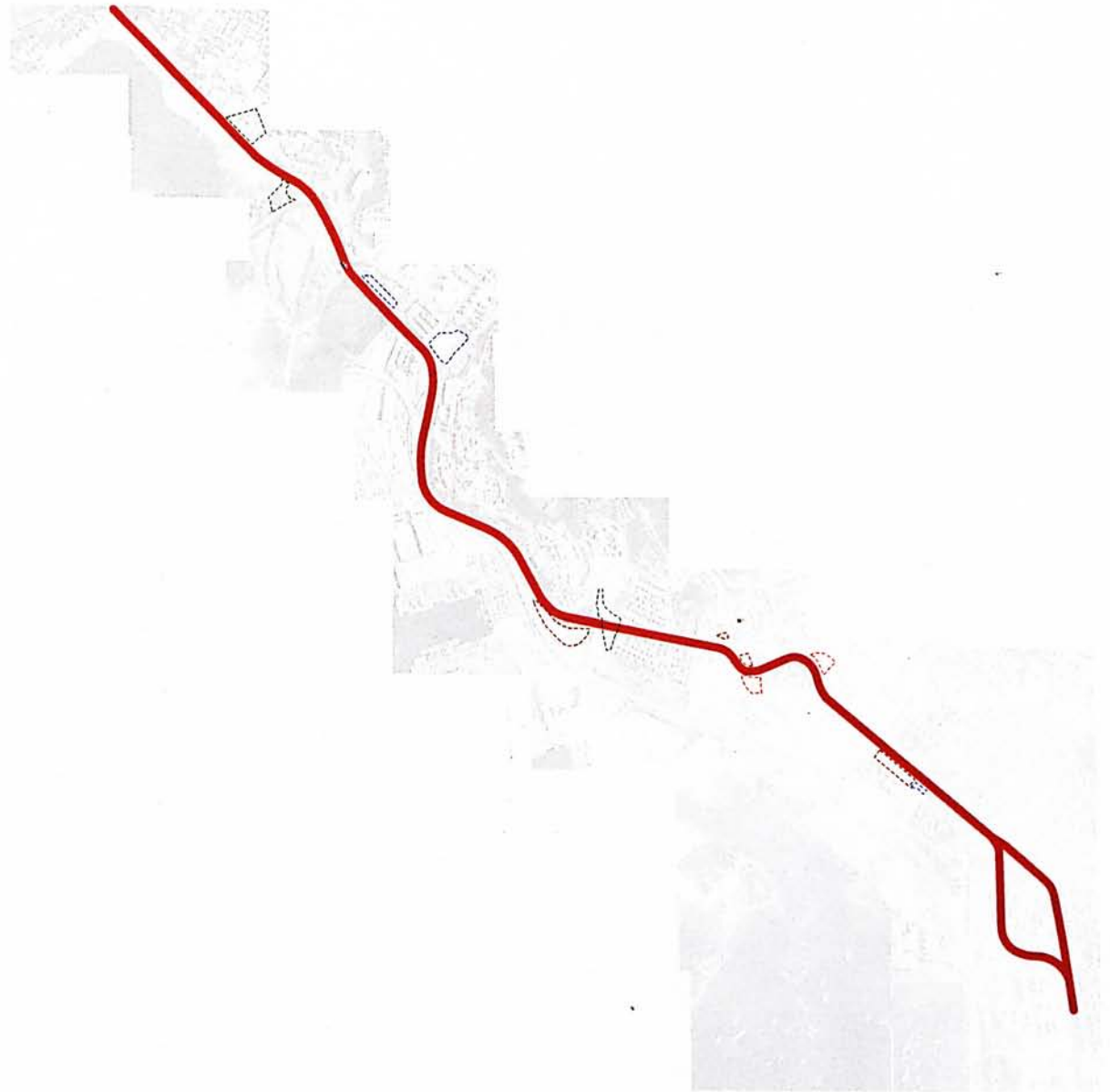
The infrastructure satisfied its demands for efficiency through *Regularity*. Impenetrance program at different instances created the *Irregularity*.



### 3.3 Under-utilization

The absence of **vigorous program** resulted in spaces with great **Accessibility** along the infrastructure is being under-utilized.

- Abandoned land
- Market
- Huge Park
- Carpark



# 4 Design Strategies

Integration

4.1 Contiguity

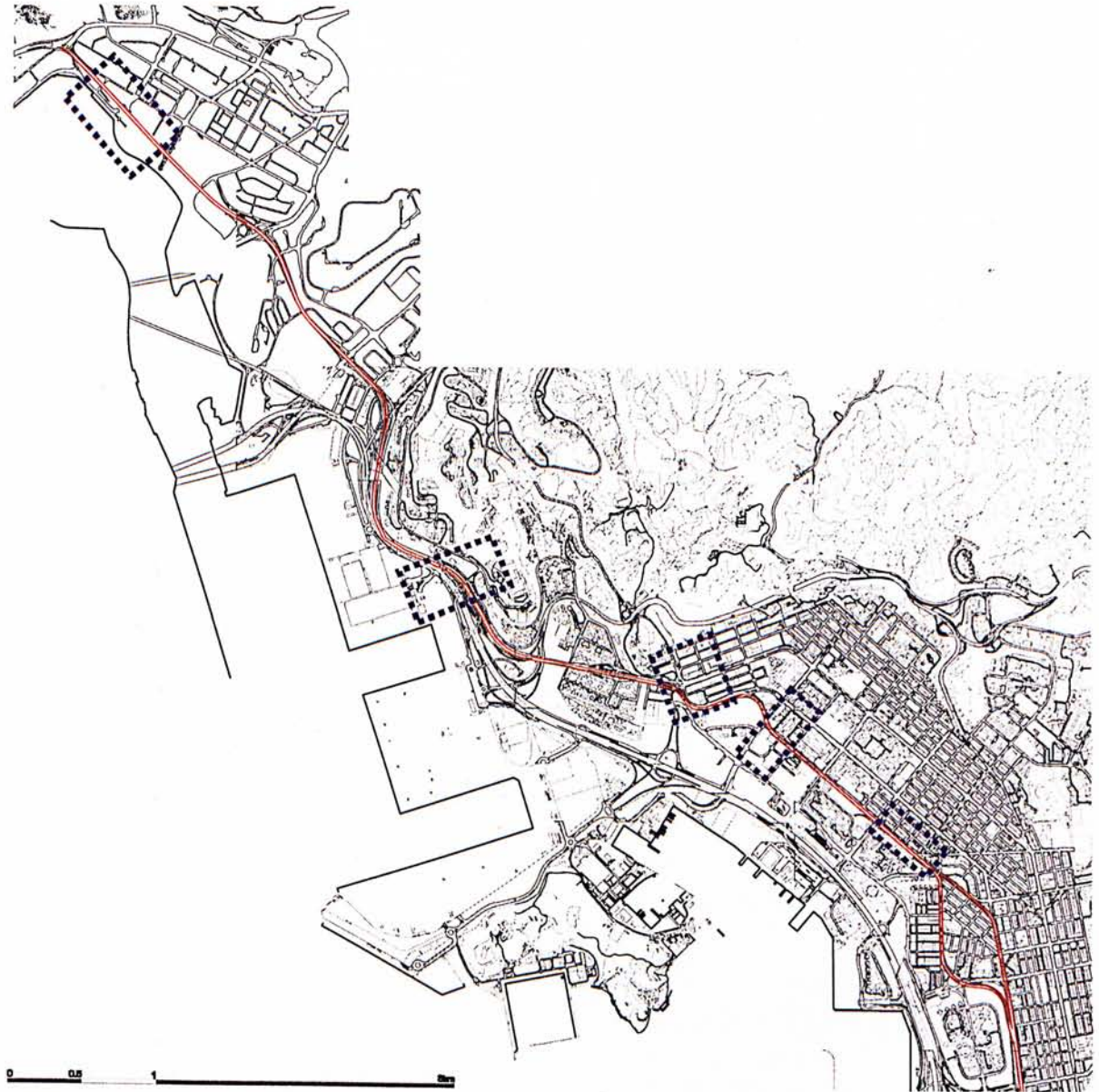
4.2 Reach Across

4.3 Exploit the infrastructural space



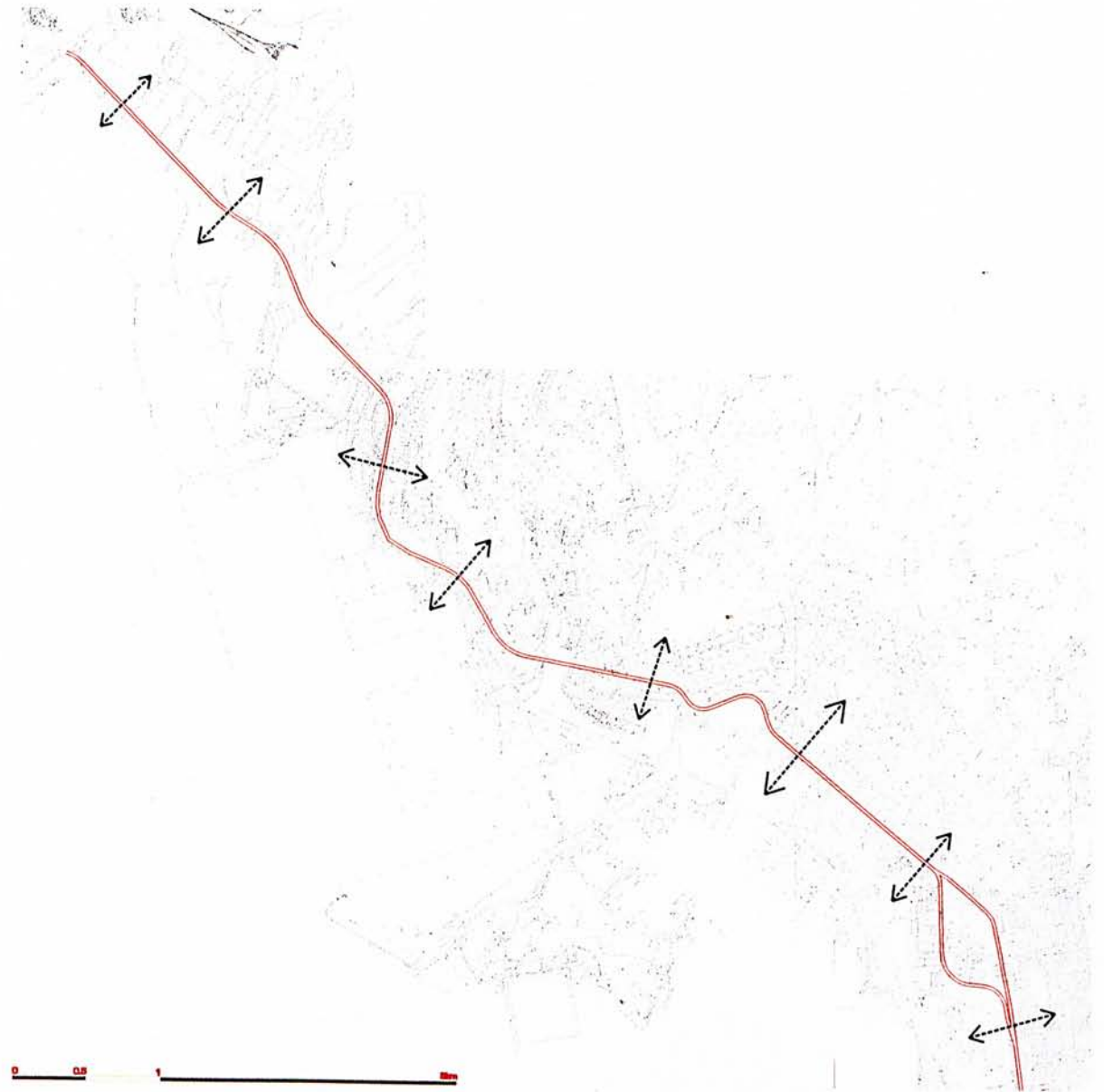
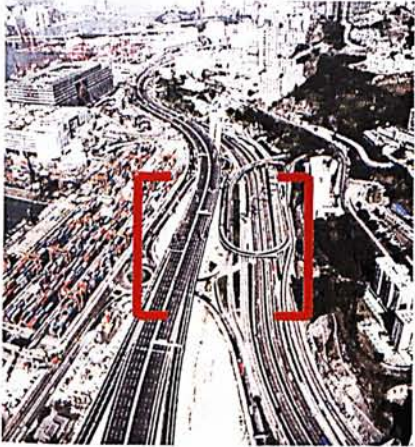
#### 4.1 Contiguity

Approach from infrastructure scale to fabric scale



## 4.2 Reach Across

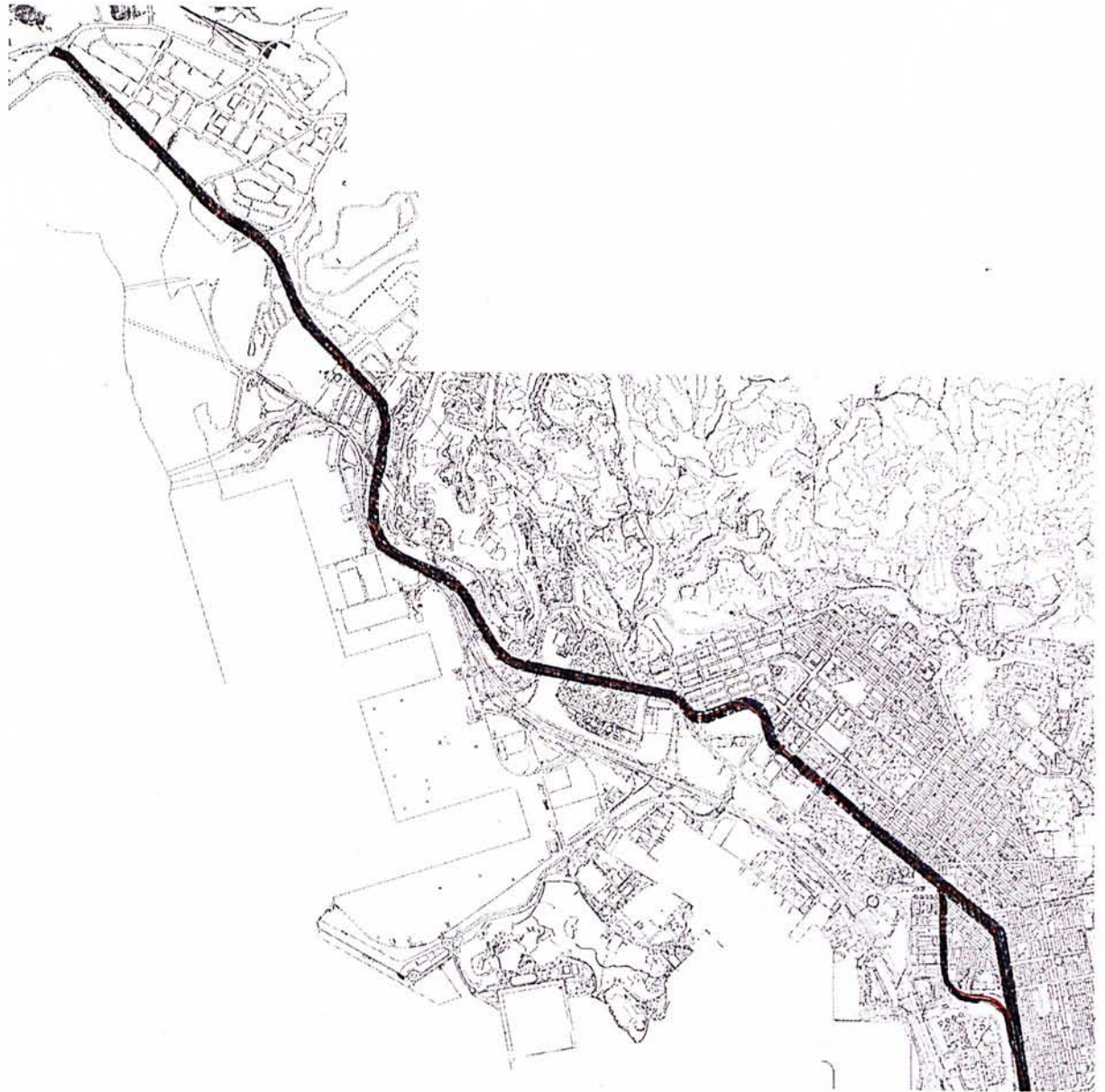
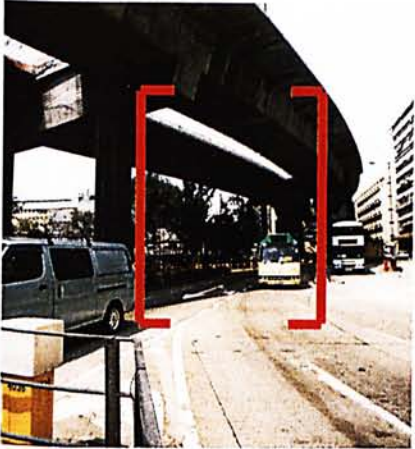
Establish irregular moments and programmatic crossings





## 4.2 Exploit the infrastructure space

Implement program at under-utilized space along infrastructure which are with great accessibility



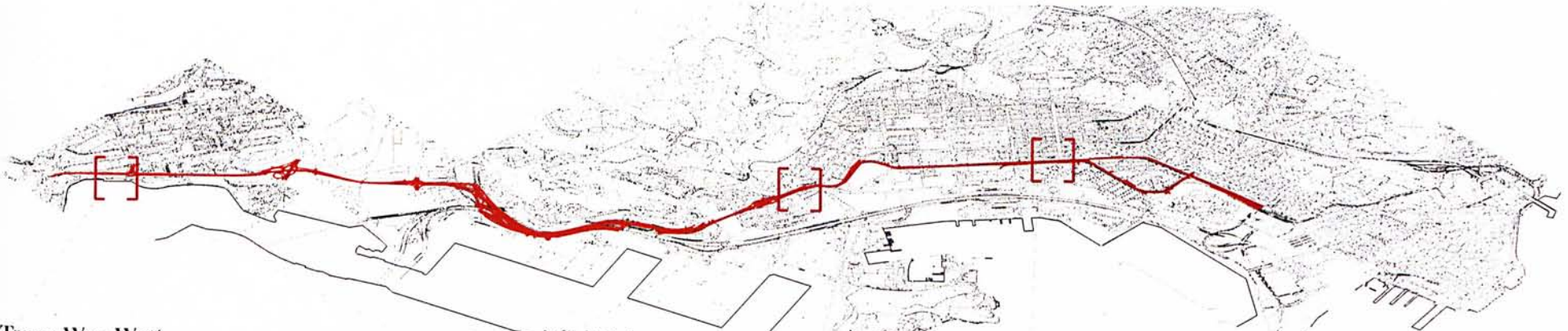
# 5 Potential Sites

Exploration on Different Conditions

5.1 Segmented Fabric / Sham Shui Po

5.2 Fabric Edge / Tsuen Wan West

5.3 Infrastructural Node / Lai Chi Kok



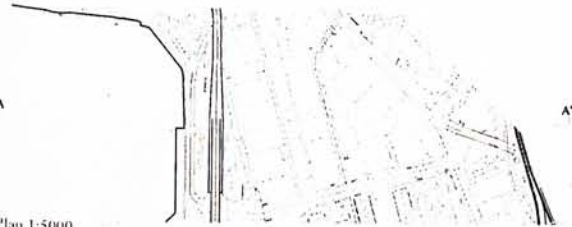
**Tsuen Wan West**  
Fabric Edge



**Lai Chi Kok**  
Infrastructure Node



**Sham Shui Po**  
Segmented Fabric



Plan 1:5000



Plan 1:5000

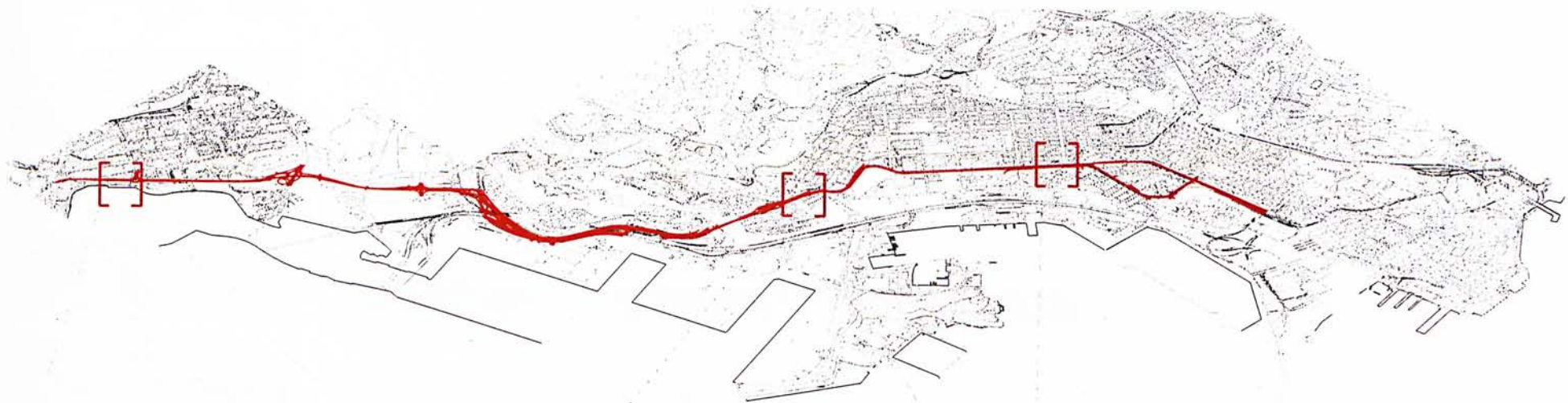


Plan 1:5000





Potential Strategic Location



**Tsuen Wan West**  
Fabric Edge



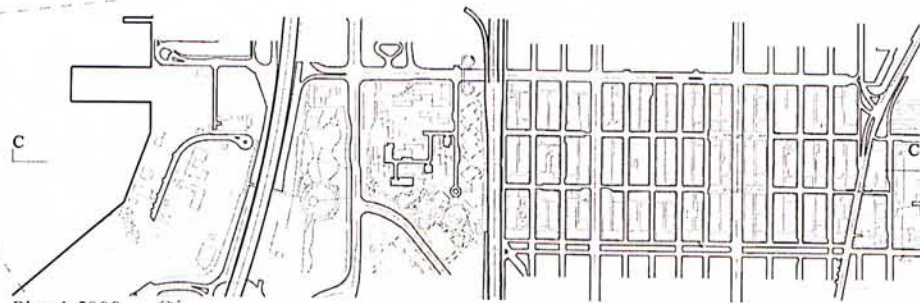
**Lai Chi Kok**  
Infrastructure Node



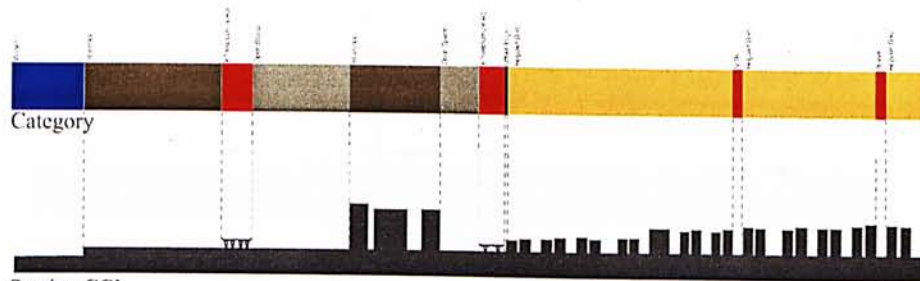
**Sham Shui Po**  
Segmented Fabric



# 5.1 Sham Shui Po . Segemented Fabric

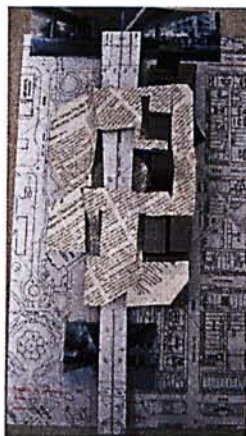


Plan 1:5000

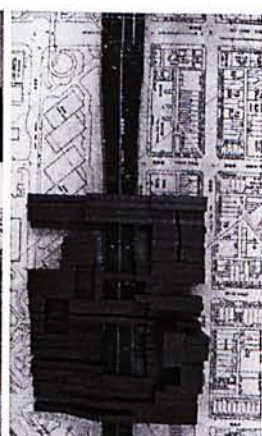


Category

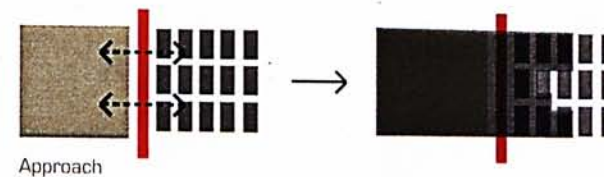
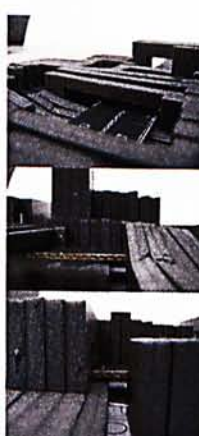
Section CC'



Surface



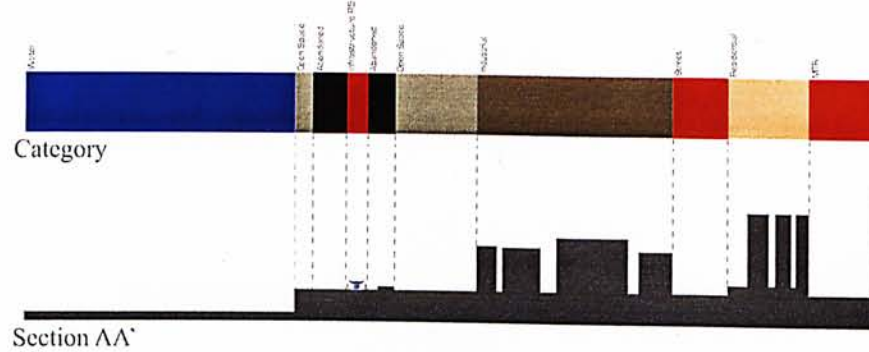
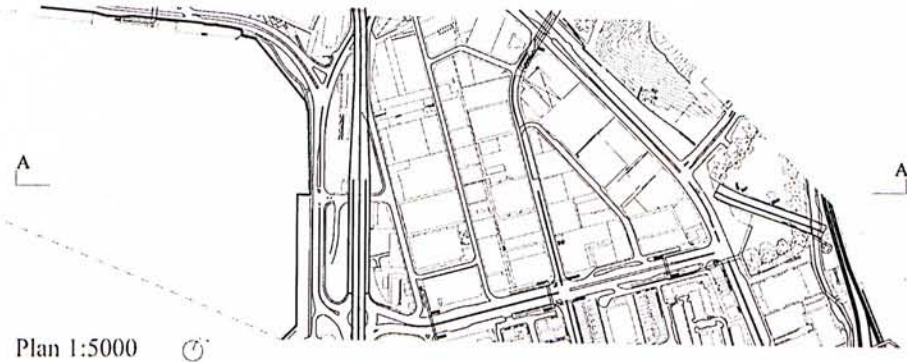
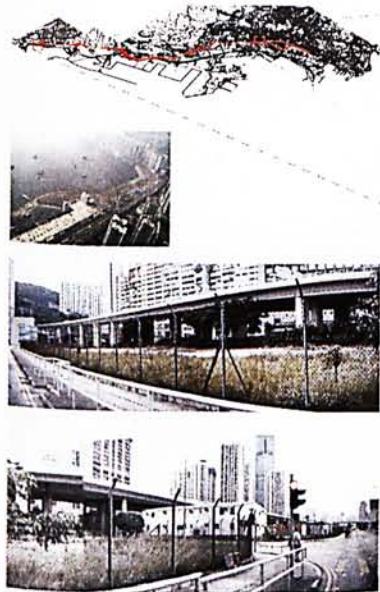
Sections



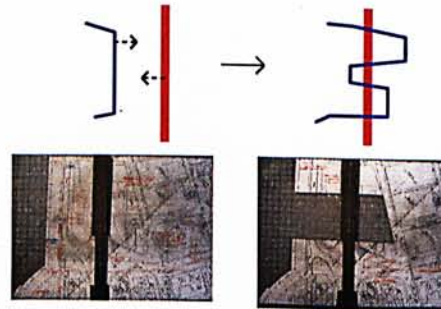
Approach



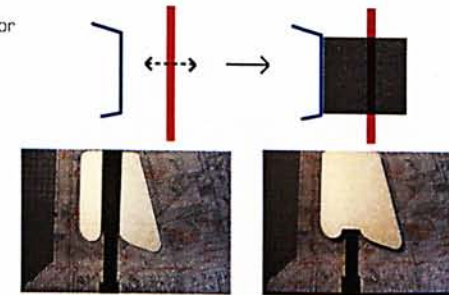
## 5.2 Tsuen Wan West . Fabric Edge



Approach  
Coastal Line



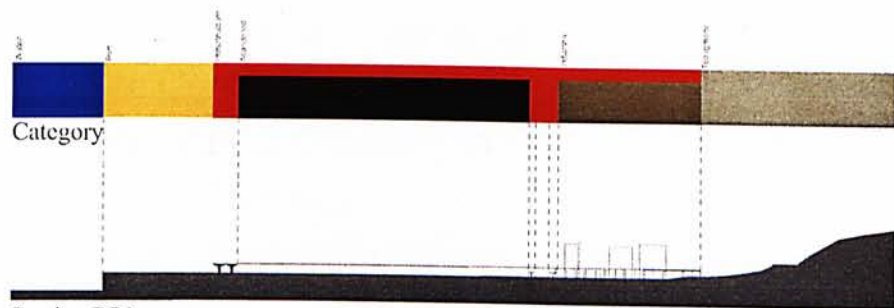
Approach  
Lot as Mediator



### 5.3 Lai Chi Kok . Infrastructural Node

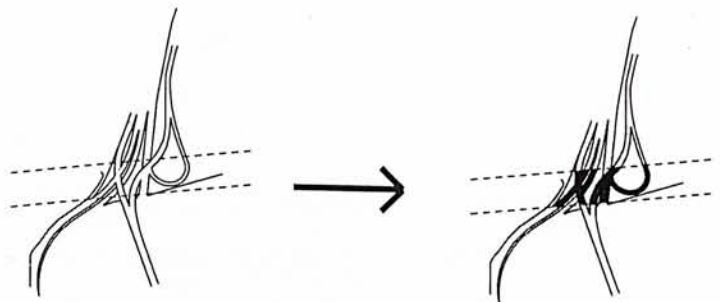


Plan 1:5000



Section BB'

Approach



# 6 Urban Scale Design

Infrastructure as the generator of Urban Form

- 6.1 Distribution of Programs
- 6.2 Site Context
- 6.3 Conceptual Sketch
- 6.4 Urban Strategy
- 6.5 Grain Size and Edge Conditions
- 6.6 Program
- 6.7 Open Space Distribution
- 6.8 Movement Pattern
- 6.9 Explorations
- 6.10 Roof Plan
- 6.11 Terrace Level - Axonometric Drawing
- 6.12 Scenarios - Section A and View 1
- 6.13 Scenarios - Section B and View 2
- 6.14 Scenarios - Section C and View 3



## 6.1 Distribution of Programs

Commercial Buildings



Government Buildings



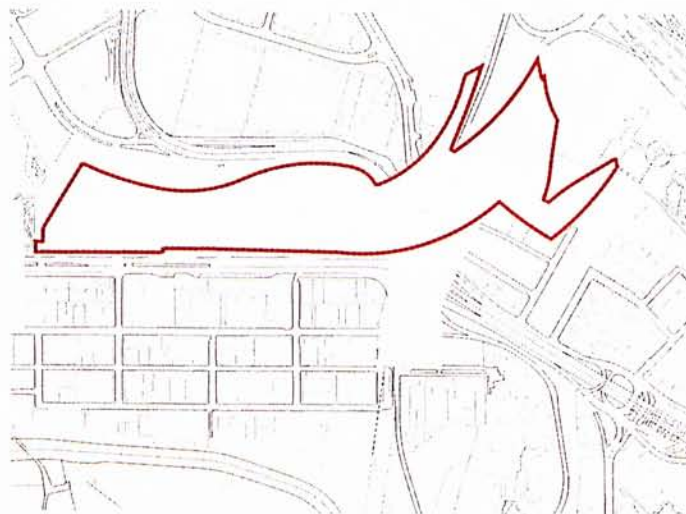
Residential Development



Recreation Facilities



Retail



Communal Facilities



Industrial Buildings



Institution



Traffic



Prison



Social Welfare

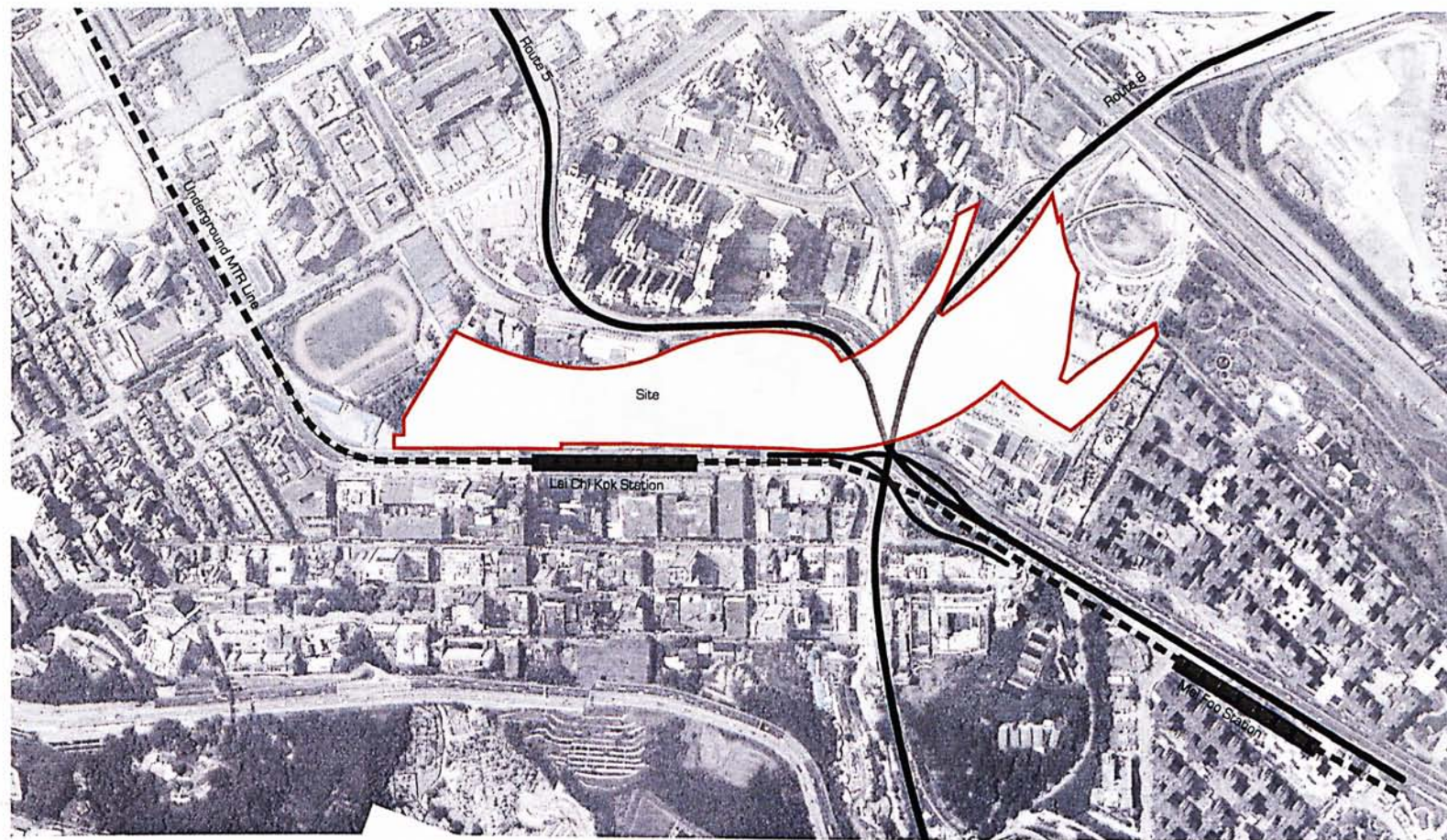


Utilities



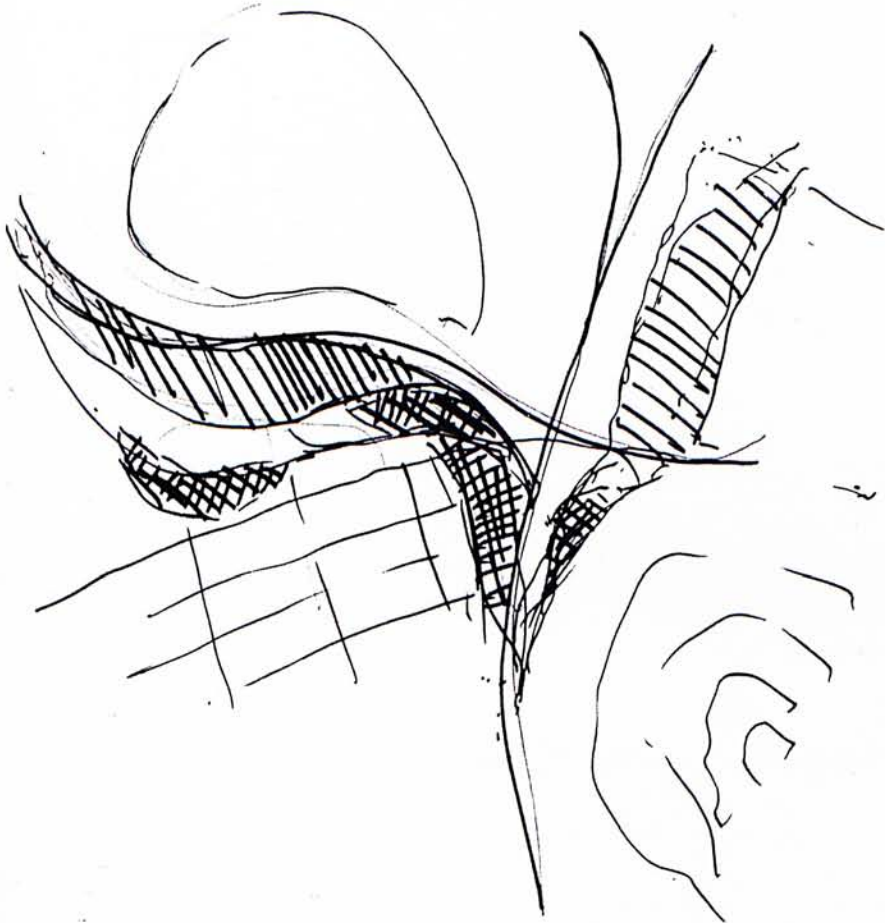


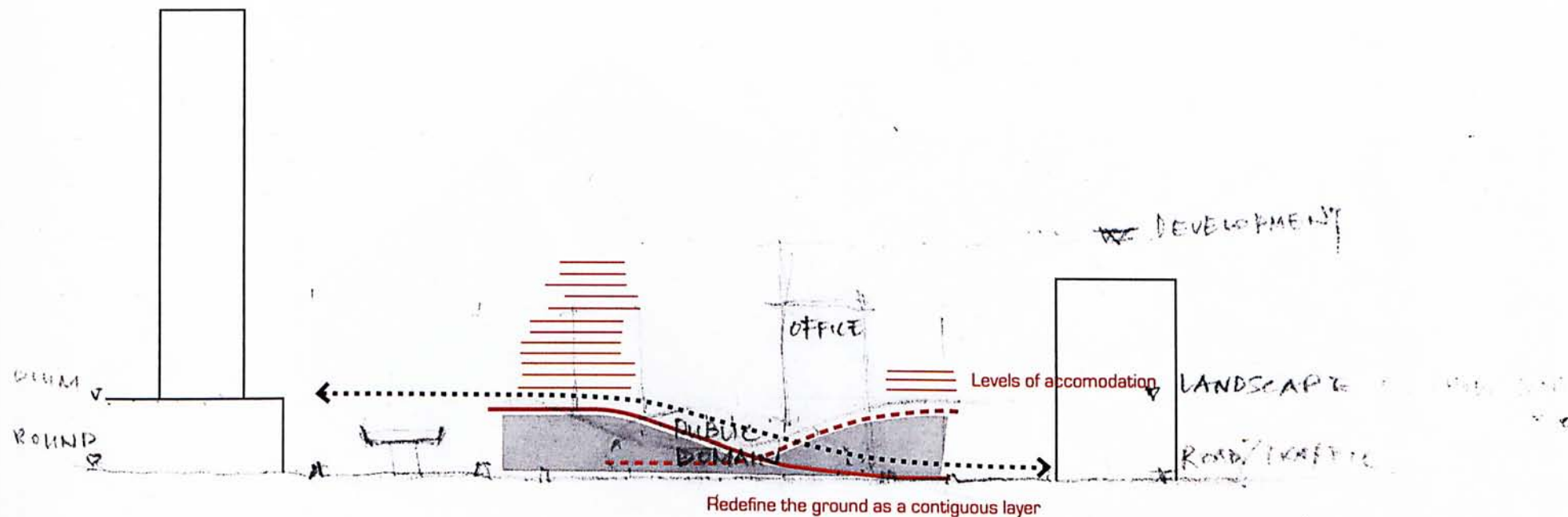
## 6.2 Site Context





### 6.3 Conceptual Sketch





ISLAND < HIGHWAY / PLANCH

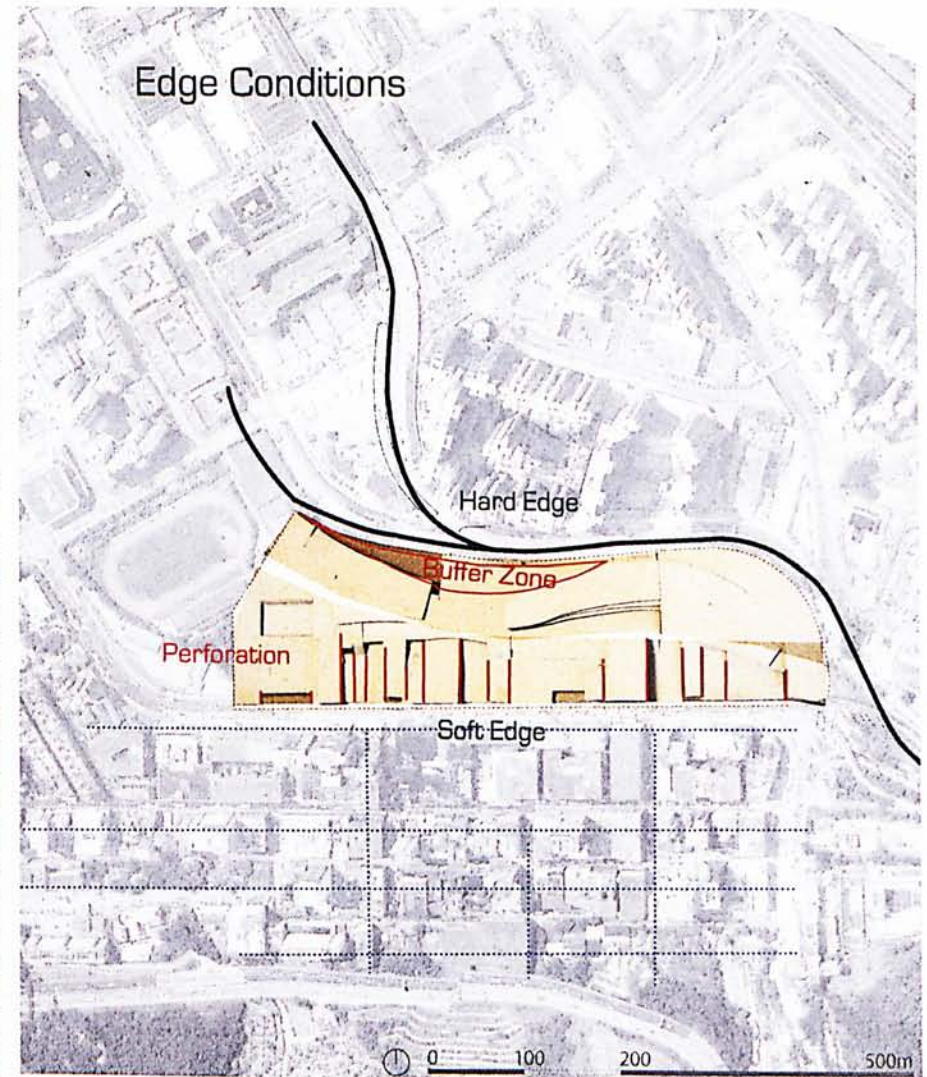
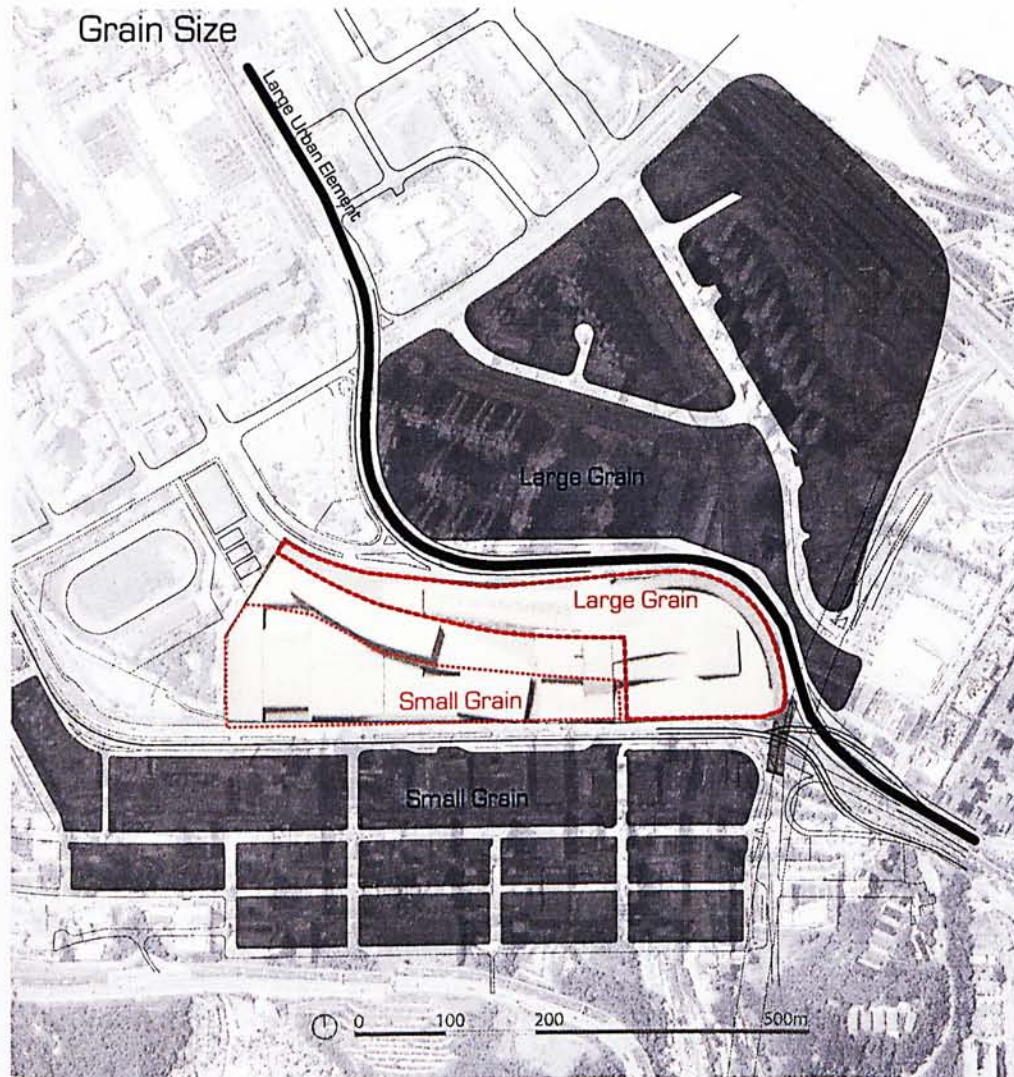
PARK

BRANCH ROAD → GRILL

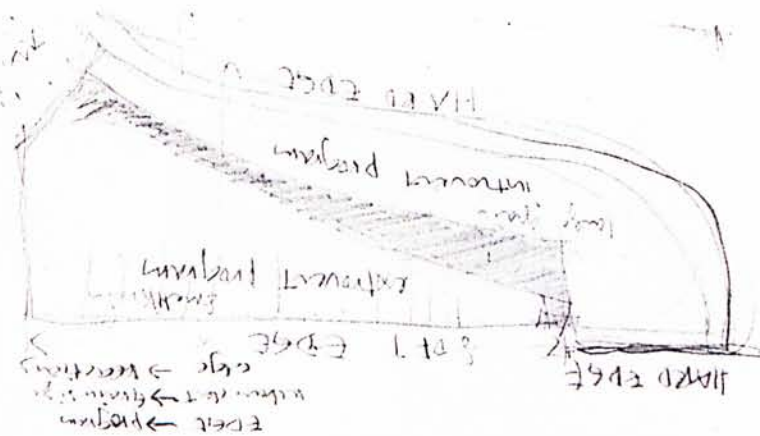
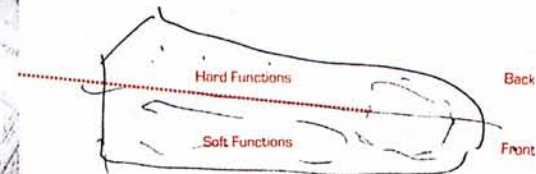
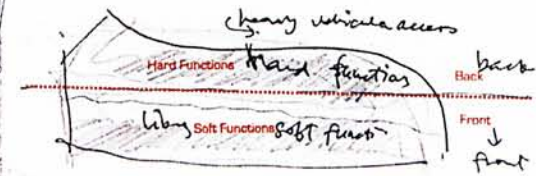
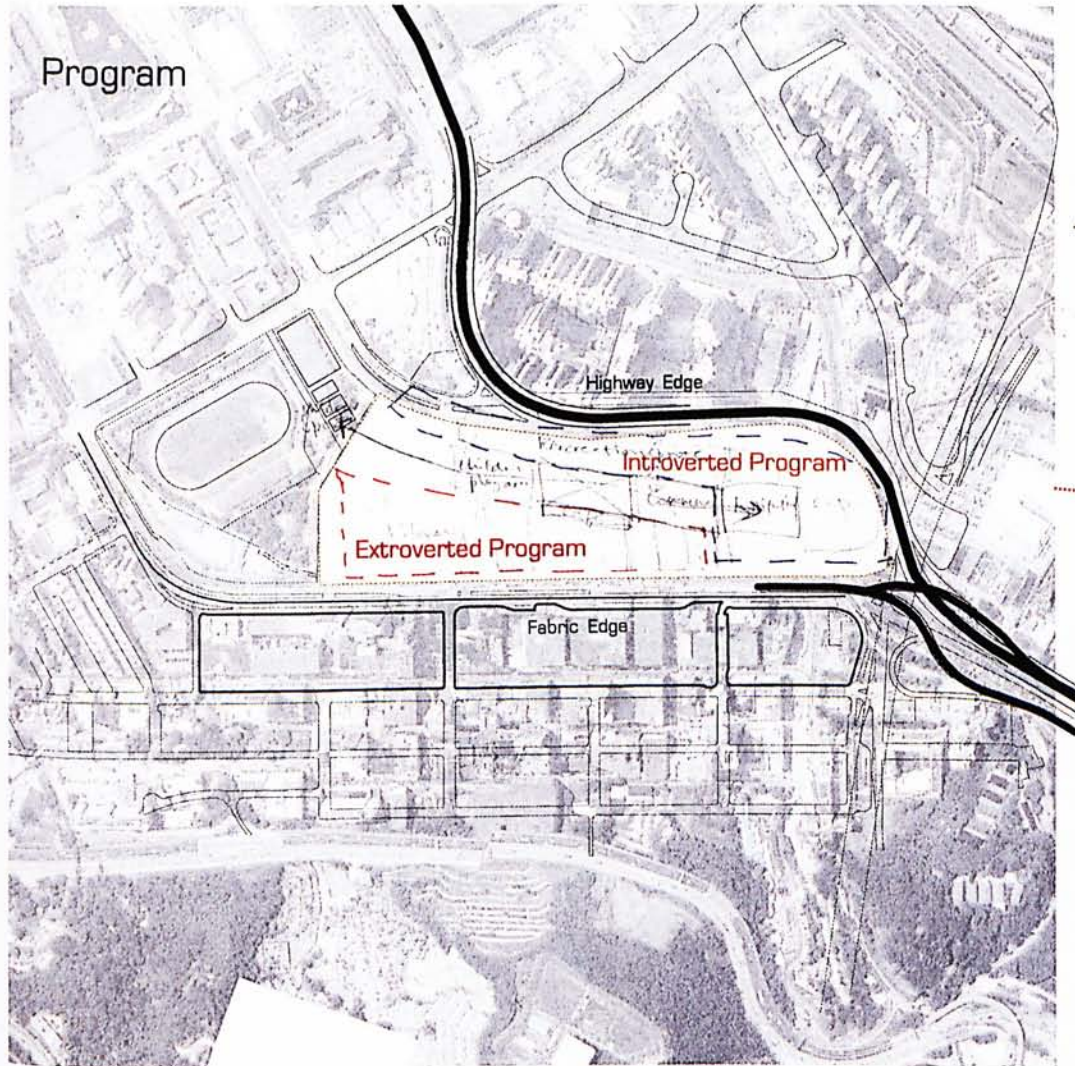
URBAN SECTION



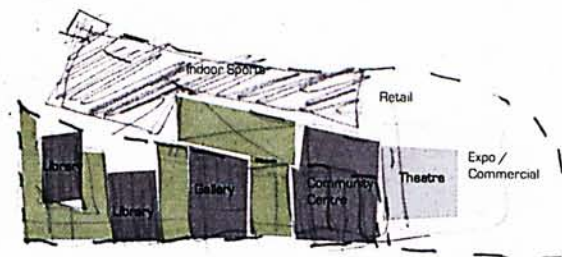
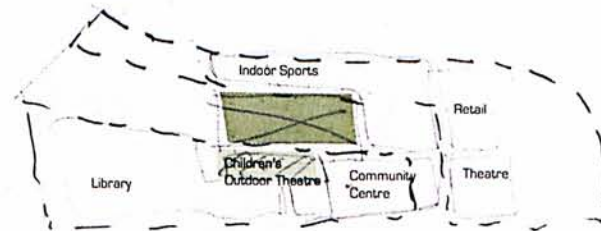
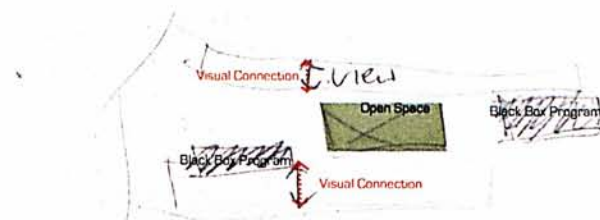
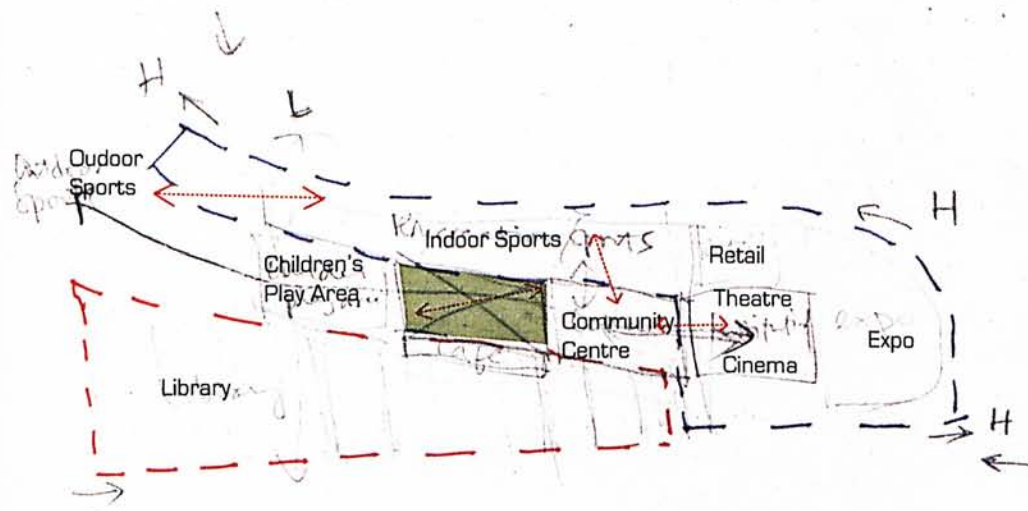
## 6.5 Grain Size and Edge Conditions





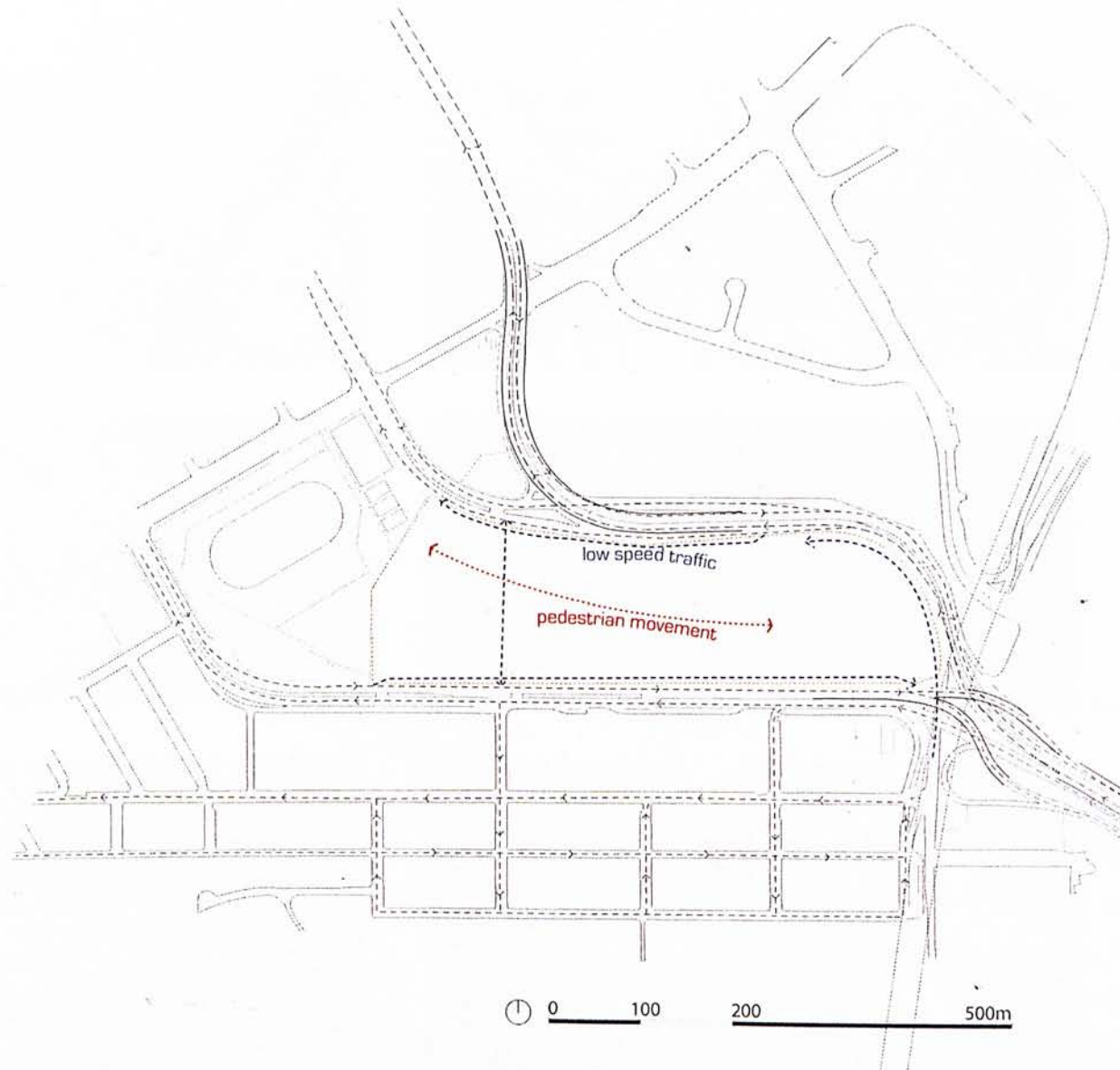


## 6.7 Open Space Distribution

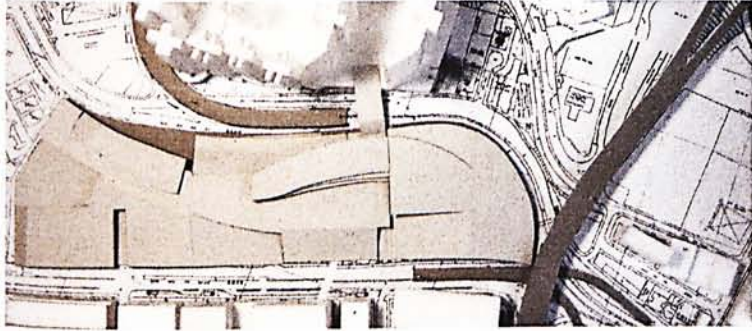




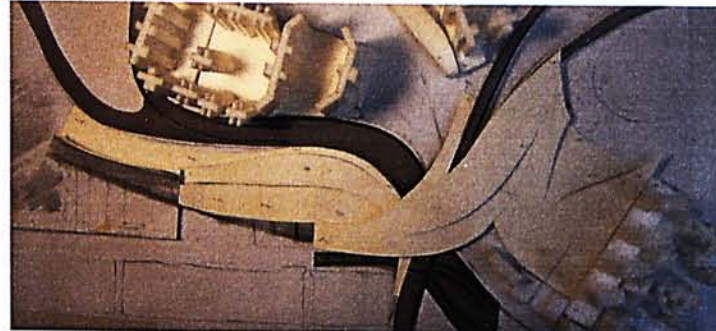
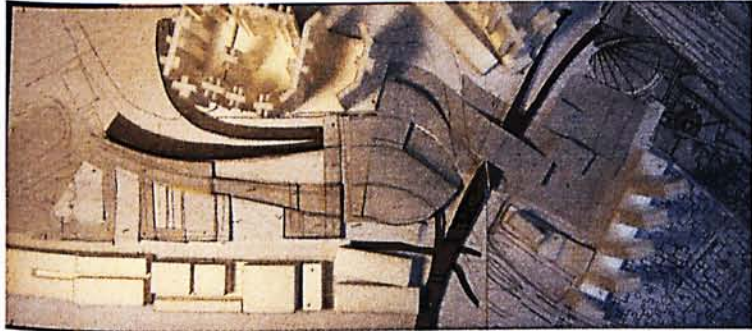
## 6.8 Movement Pattern



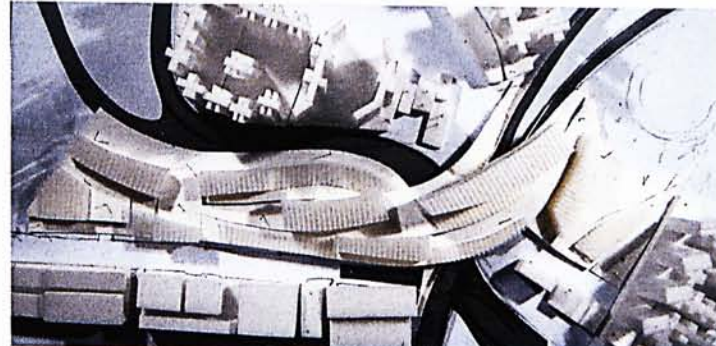
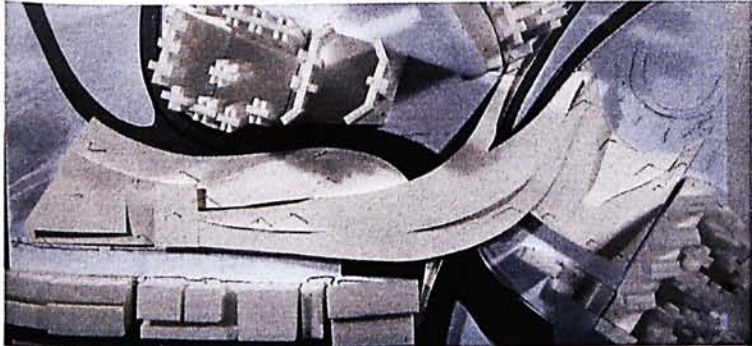
## 6.9 Explorations



Edge Conditions



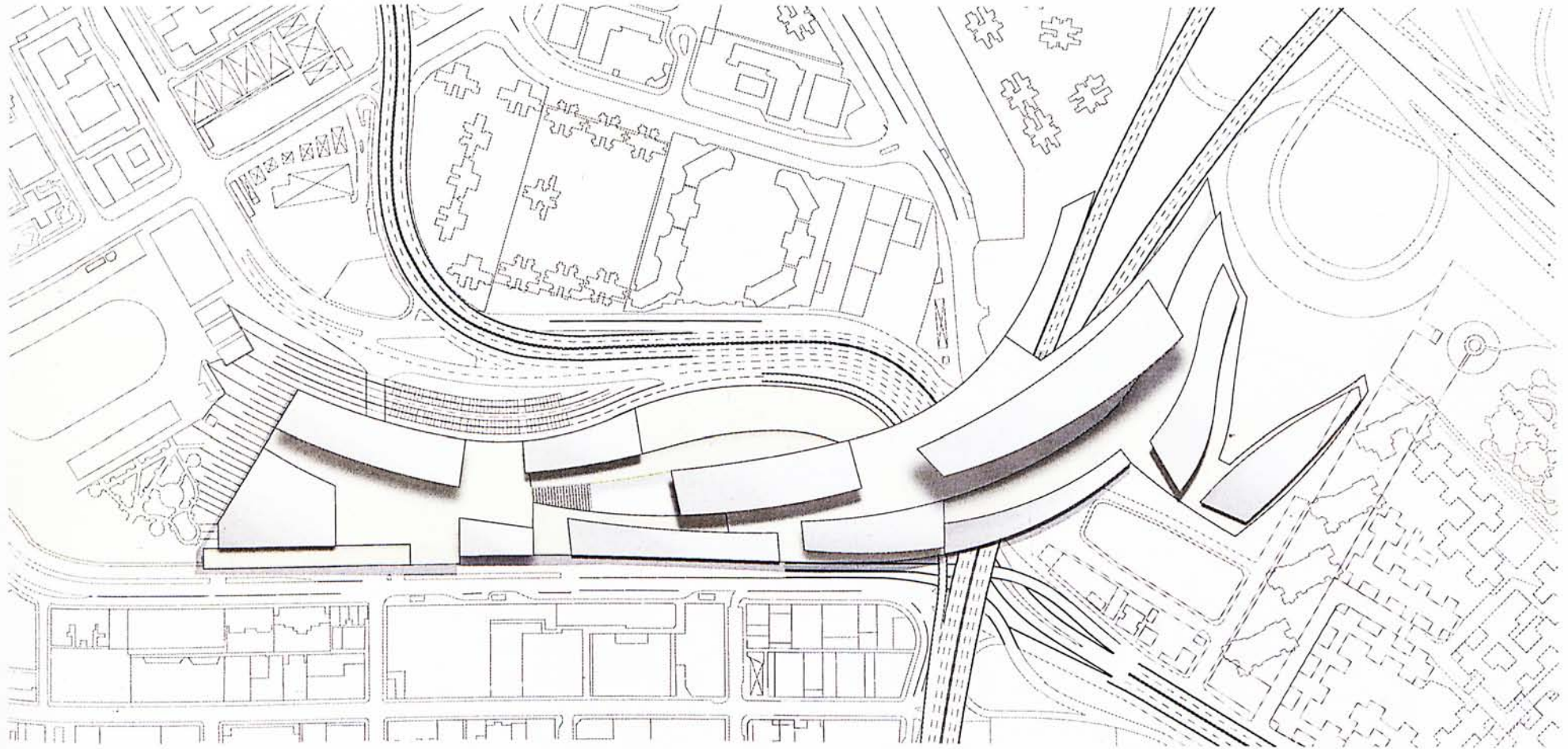
Reach Across



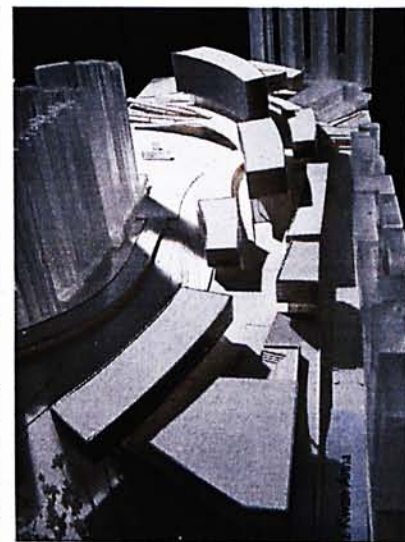
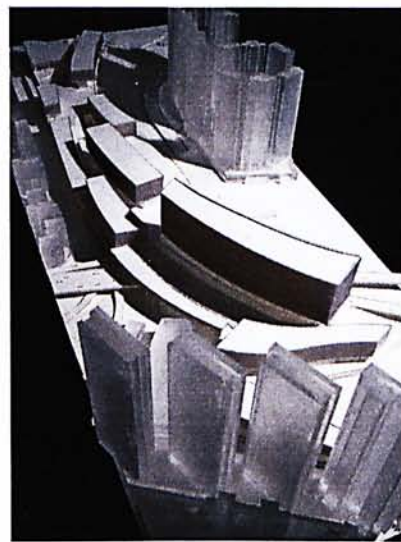
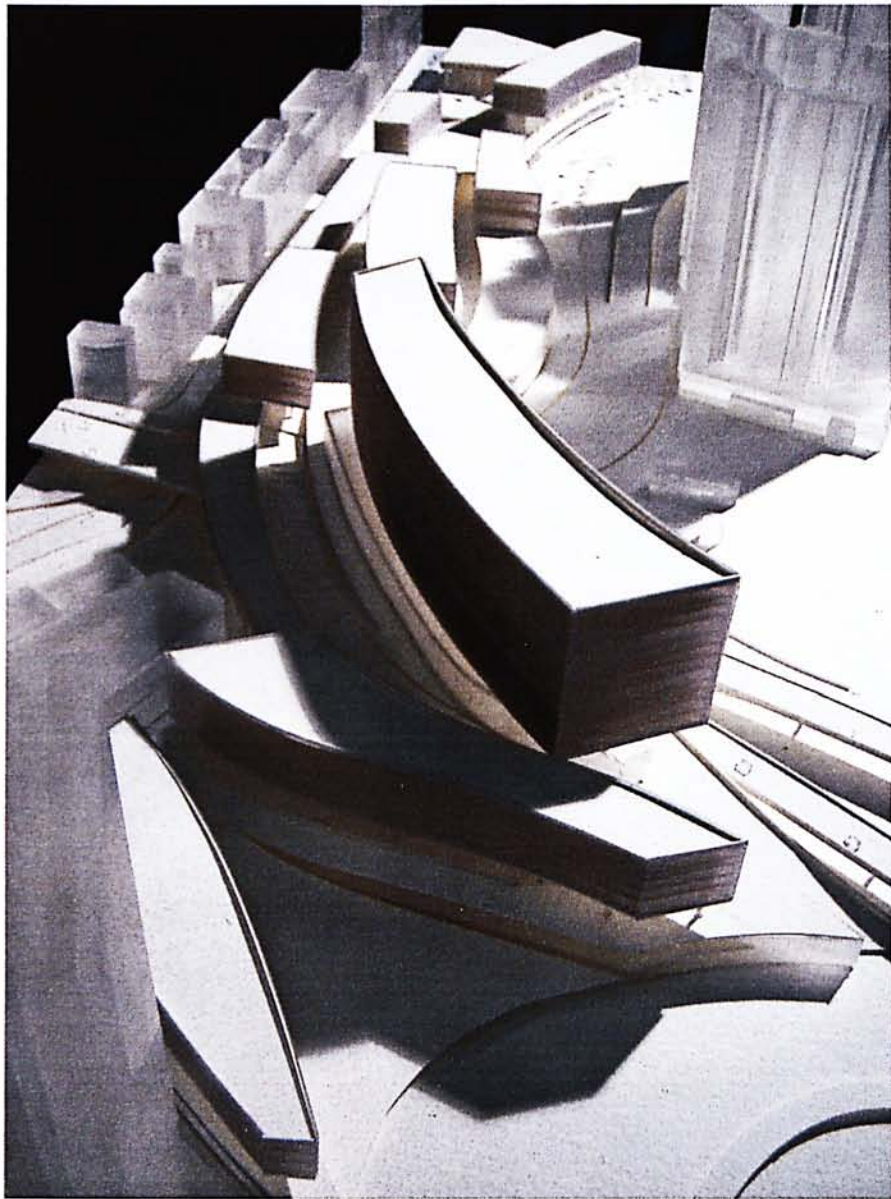
Contiguity



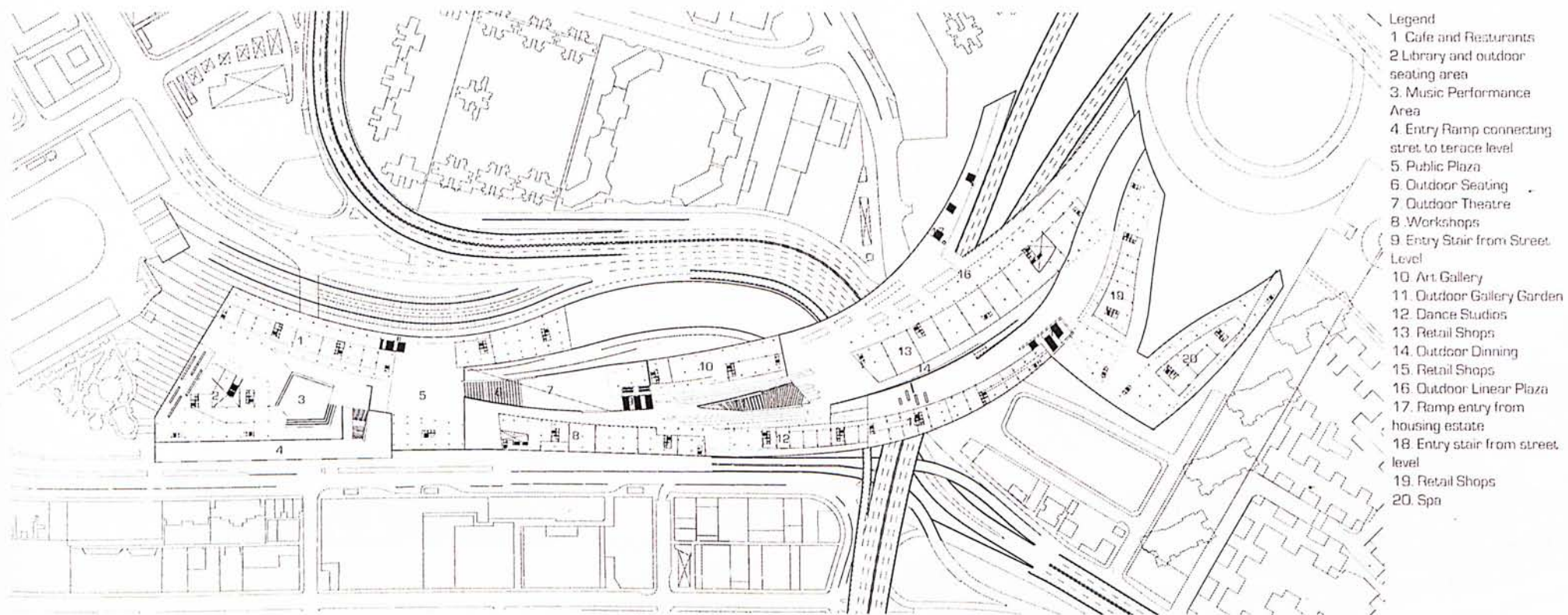
6.10 Roof Plan



Site Plan 1:2500



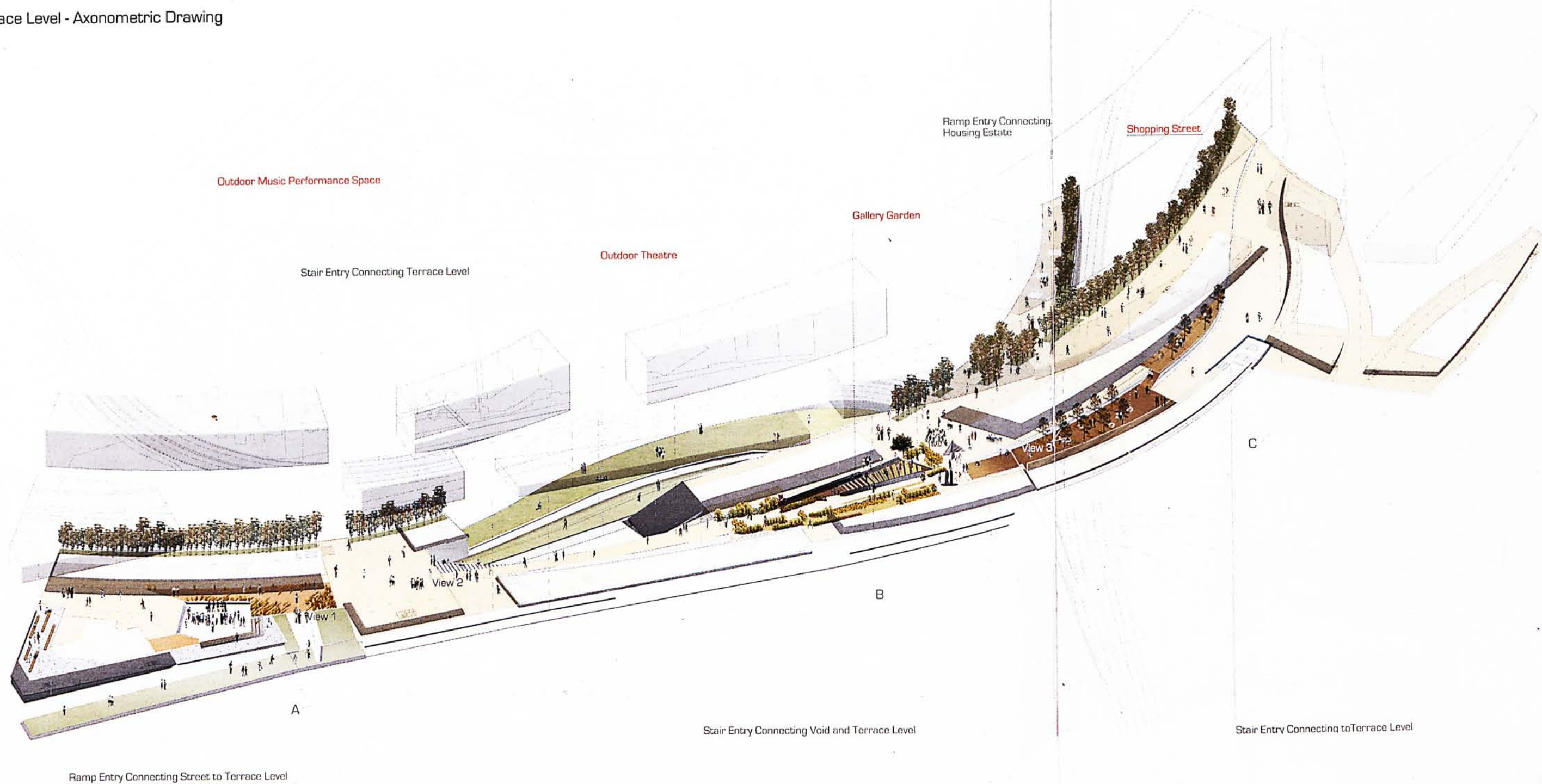




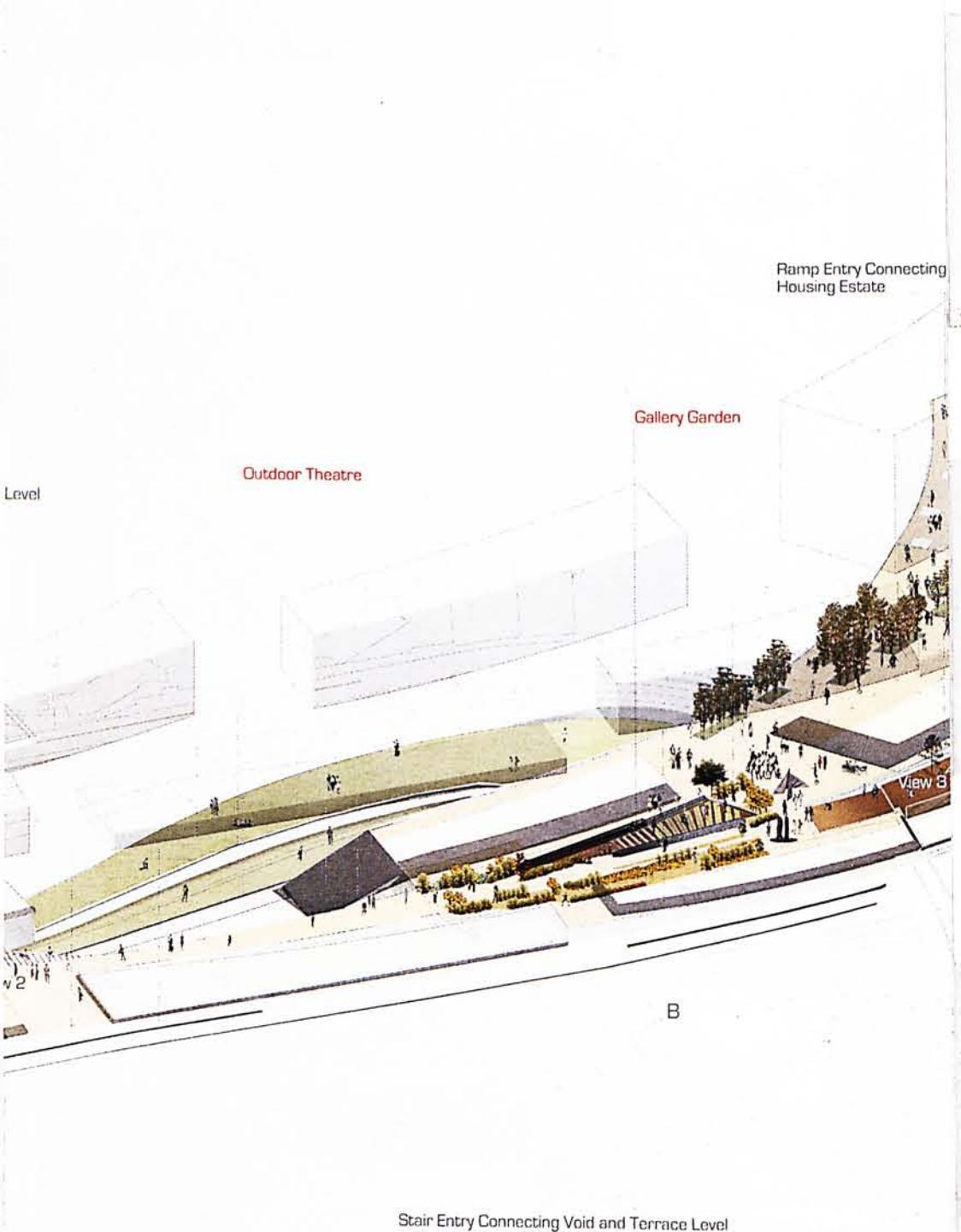
- Legend
1. Cafe and Restaurants
  2. Library and outdoor seating area
  3. Music Performance Area
  4. Entry Ramp connecting street to terrace level
  5. Public Plaza
  6. Outdoor Seating
  7. Outdoor Theatre
  8. Workshops
  9. Entry Stair from Street Level
  10. Art Gallery
  11. Outdoor Gallery Garden
  12. Dance Studios
  13. Retail Shops
  14. Outdoor Dining
  15. Retail Shops
  16. Outdoor Linear Plaza
  17. Ramp entry from housing estate
  18. Entry stair from street level
  19. Retail Shops
  20. Spa

Plan at Terrace Level 1:3000

6.11 Terrace Level - Axonometric Drawing







Level

Outdoor Theatre

Gallery Garden

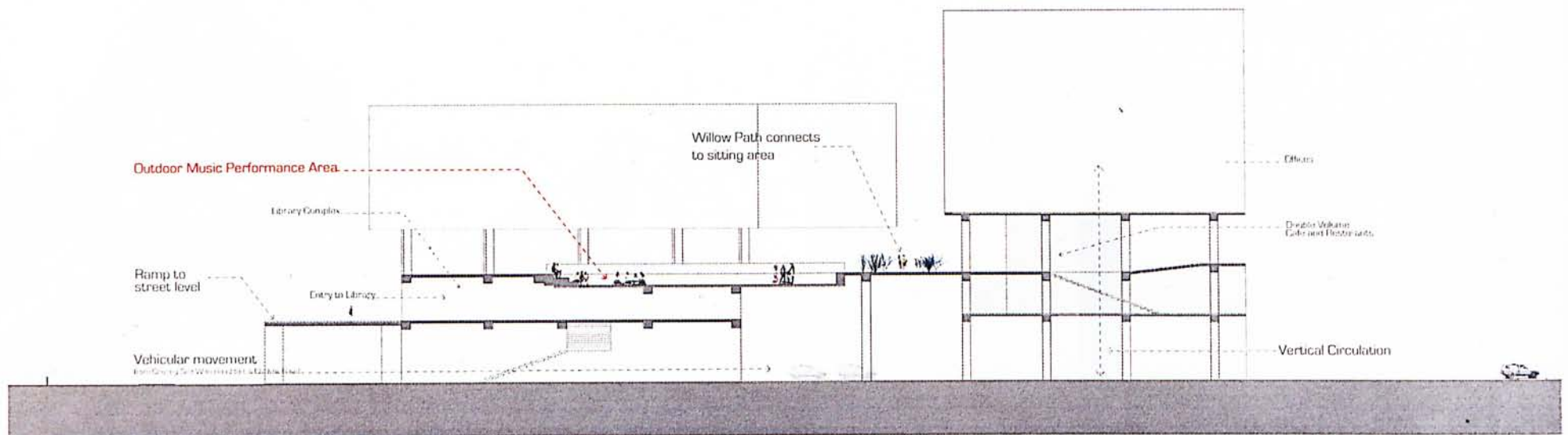
Ramp Entry Connecting  
Housing Estate

View 3

B

Stair Entry Connecting Void and Terrace Level



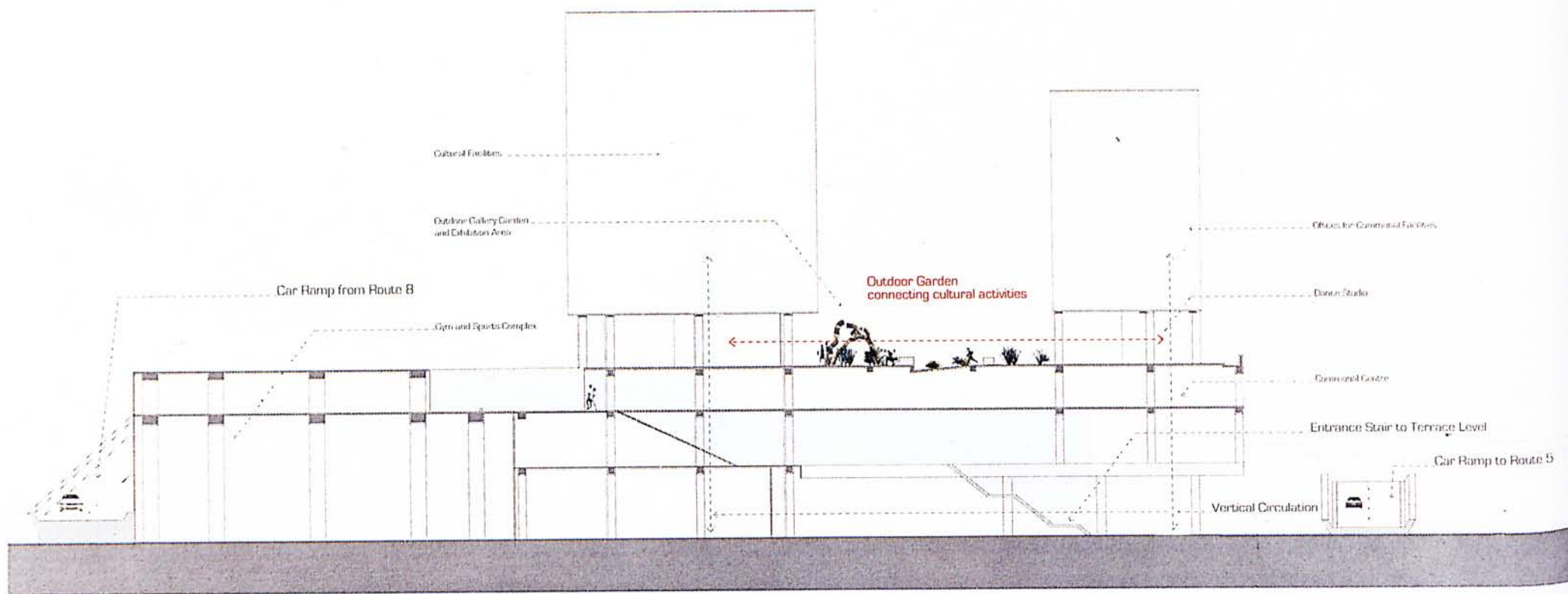


Section A 1:500



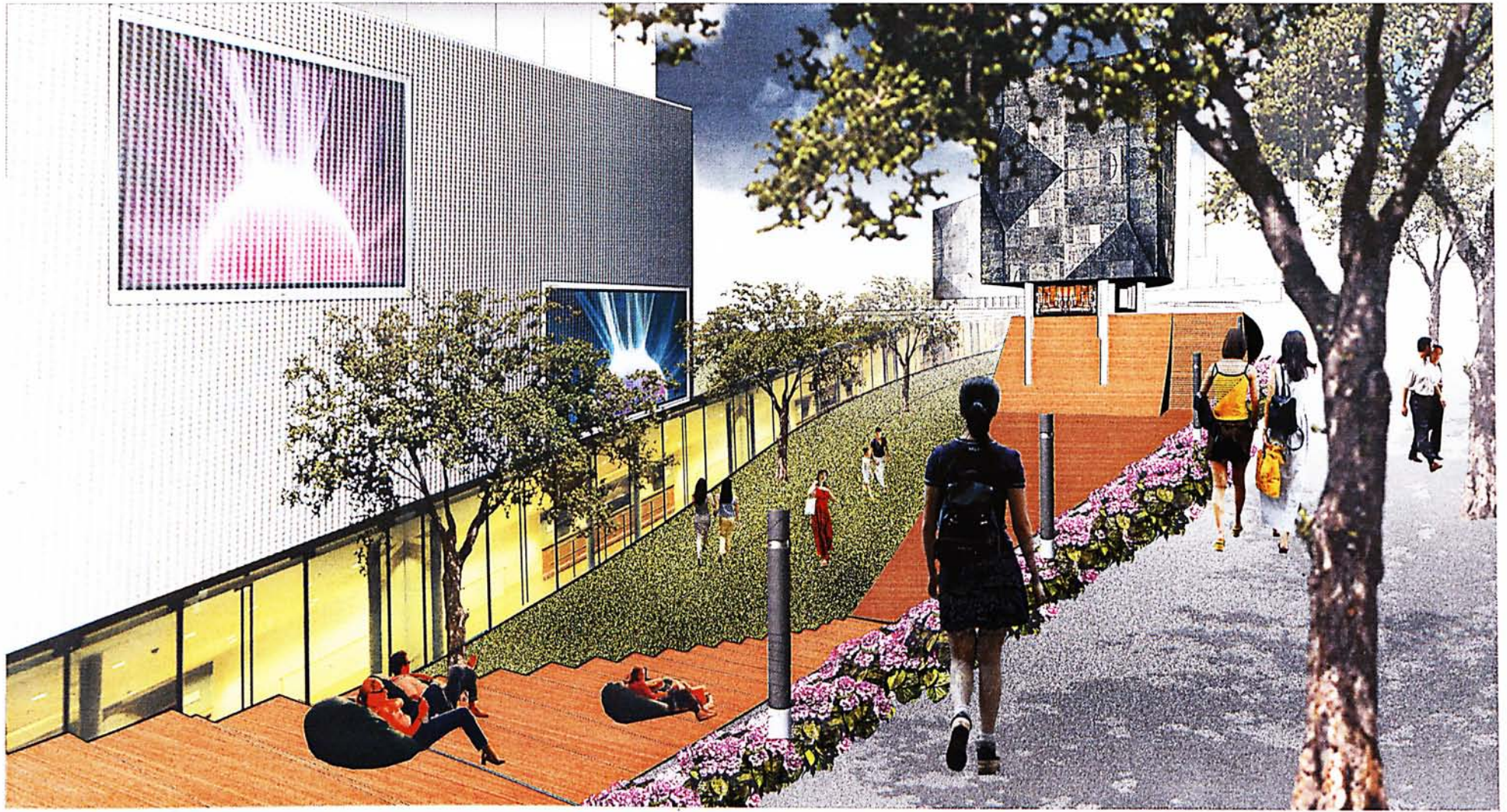
View 1 - Ramp Entry to Music Performance Area





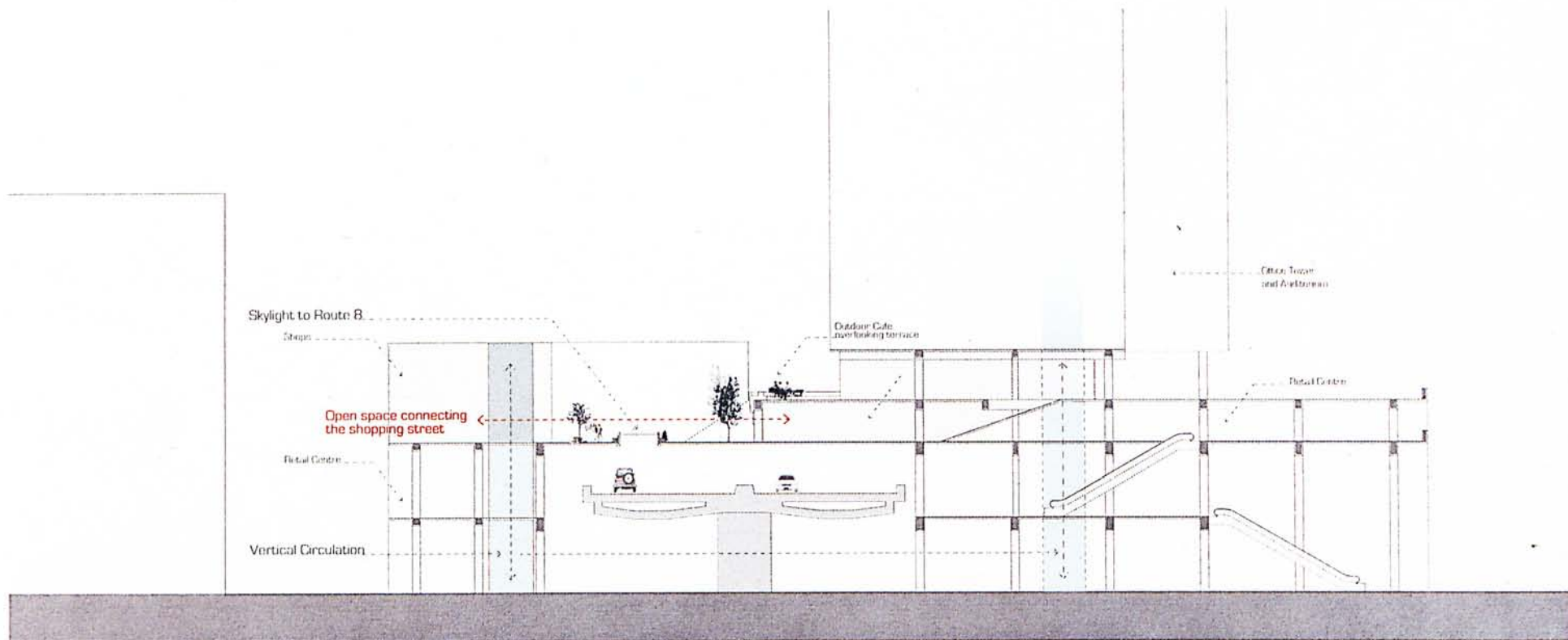
Section B 1:500



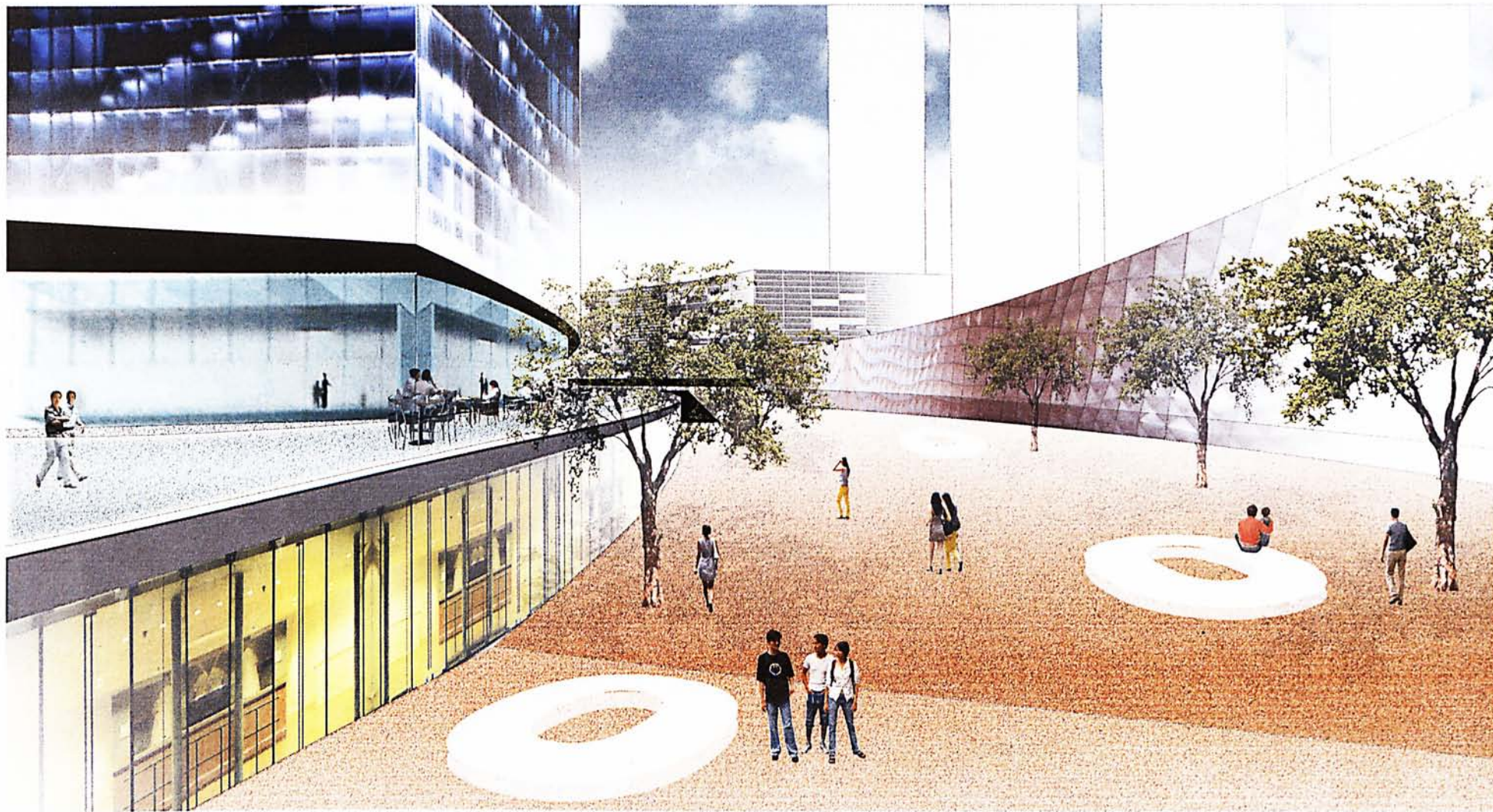


View 2 - Outdoor Theatre / Seating Area in the void





Section C 1:500



View 3 - Split level shopping street

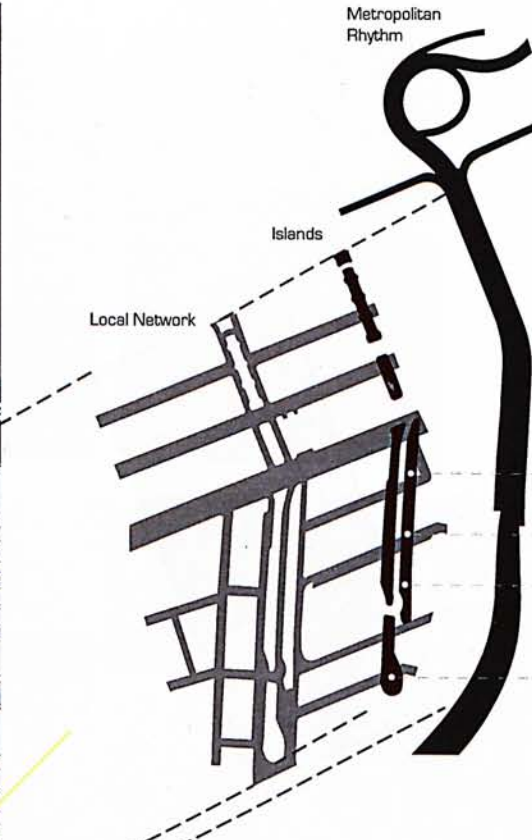
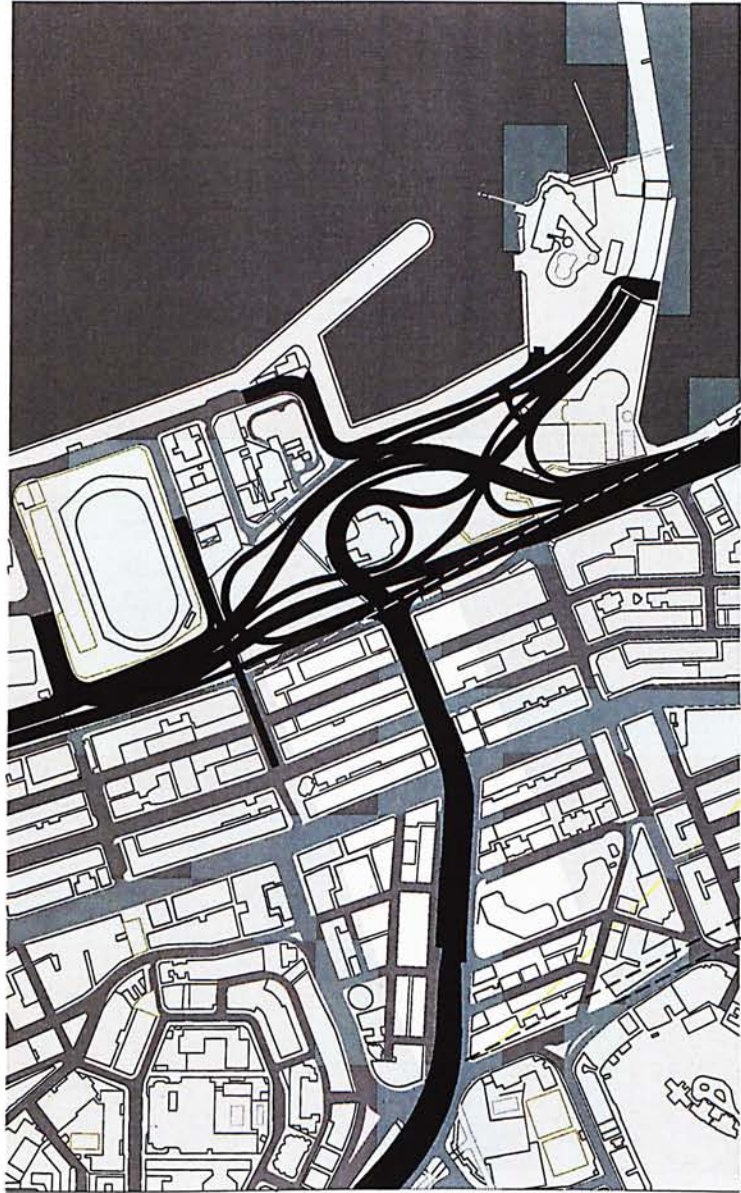
# 7 Appendix

7.1 Vocabulary of Infrastructure

7.2 Reference Projects



Canal Road Bypass, Causeway Bay



Bus Interchange

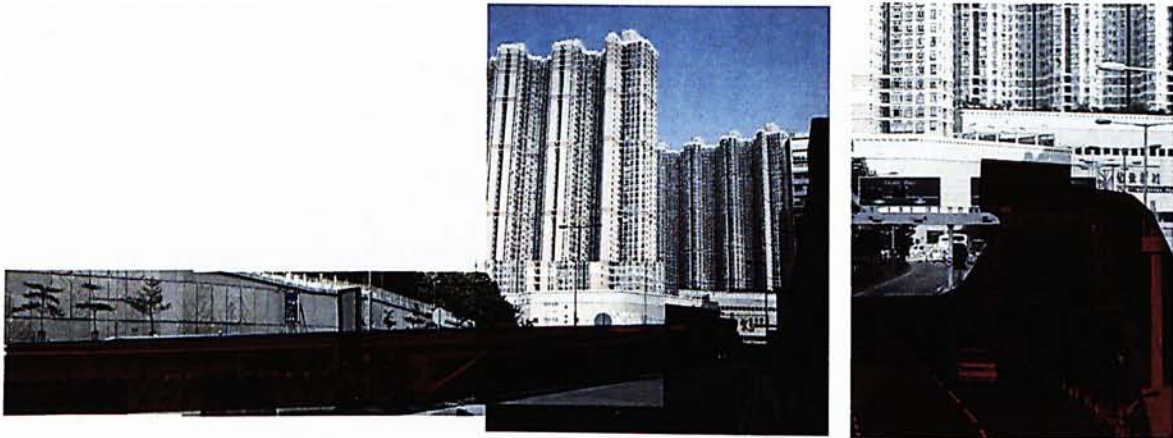


Gasoline Station





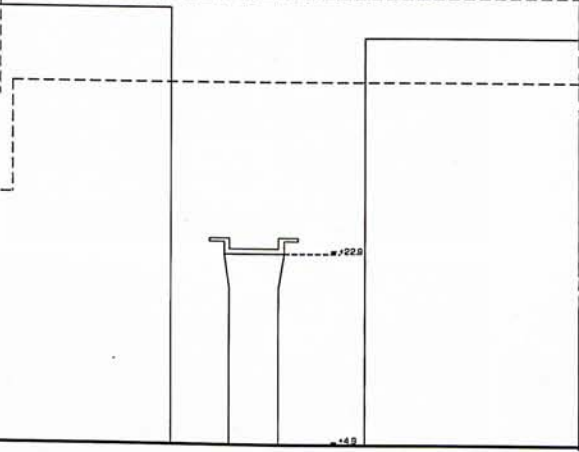
Castle Peak Road, Discovery Park, Tsuen Wan





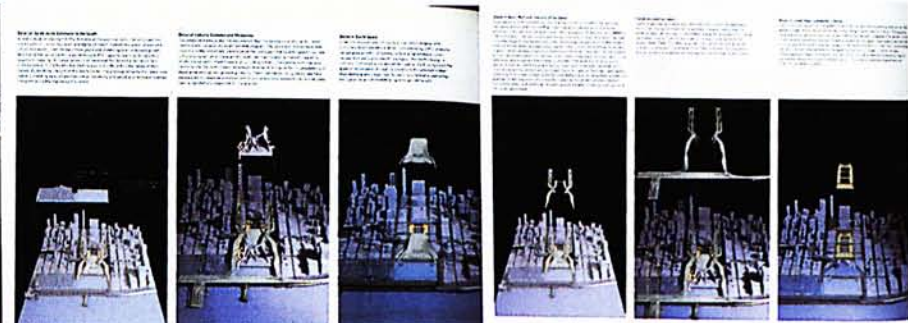
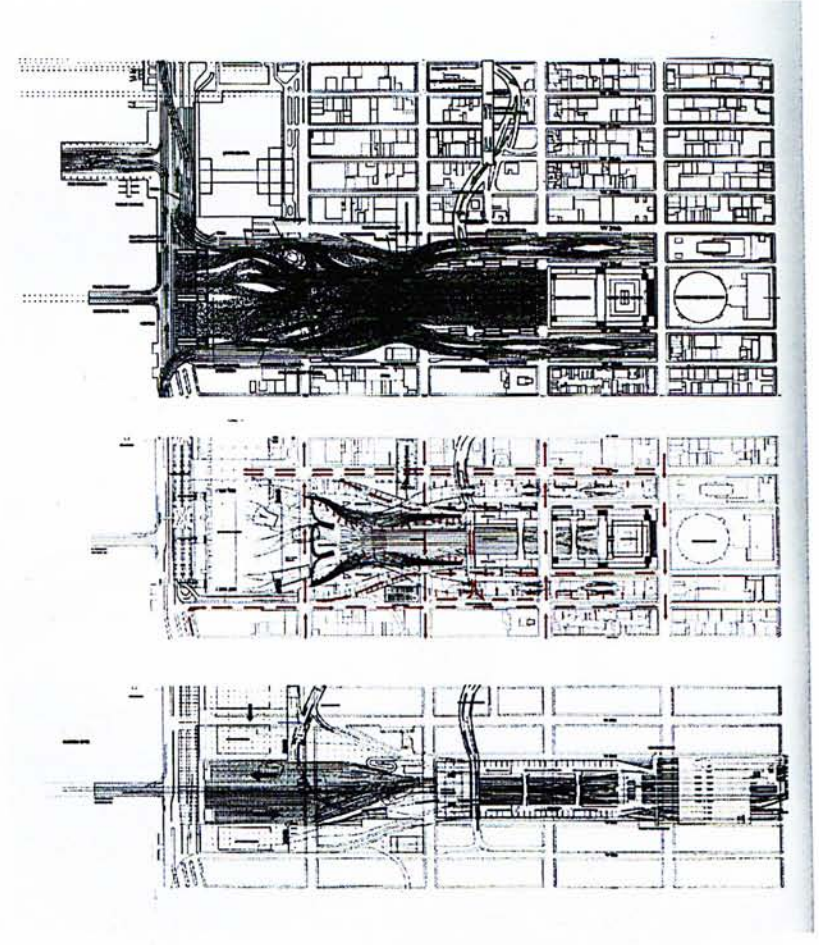
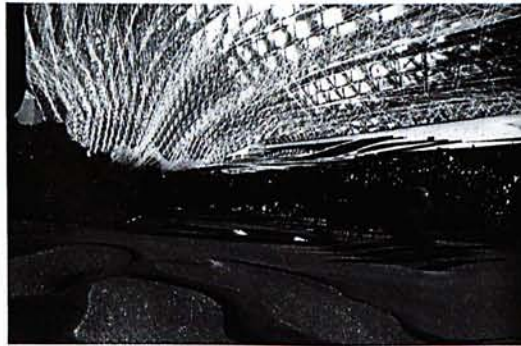
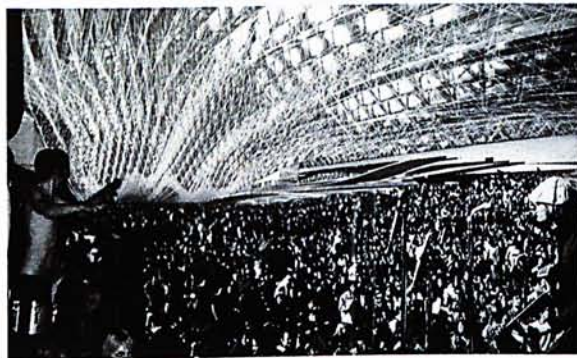
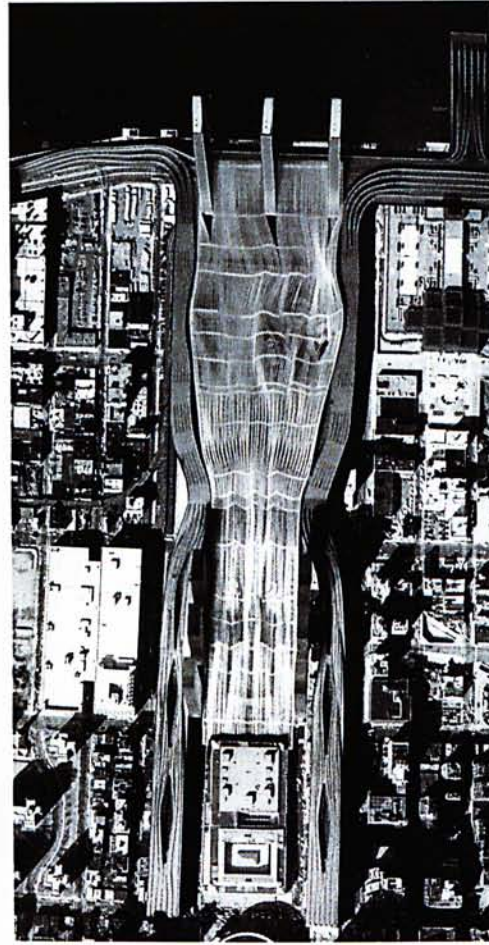
Hill Road, Shek Tong Tsui

Urban Fabric here is continued. Although the infrastructure put a cut into the fabric, but with its height (18m) and its thinness (6m), the impact is then relatively small.





IFCCA West Side, New York, USA, Reiser and Umemoto





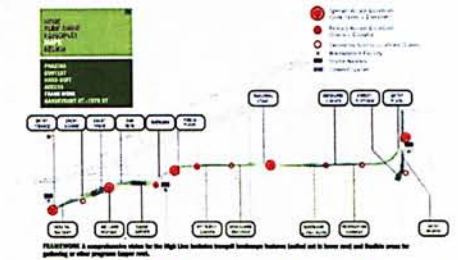
Architectural drawings of the 'Proyecto de Recreación y Recreación' in the 'Barrio de la Candelaria'. The left drawing is a perspective view showing a long, narrow, elevated walkway with greenery and a central water channel. The right drawing is a plan view showing the layout of the walkway, water channel, and surrounding buildings. Both drawings include labels in Spanish for various features and a scale bar.

**Left Drawing (Perspective View):**

- ENTRADA POR LA CALLE 10
- ENTRADA POR LA CALLE 11
- ENTRADA POR LA CALLE 12
- ENTRADA POR LA CALLE 13
- ENTRADA POR LA CALLE 14
- ENTRADA POR LA CALLE 15
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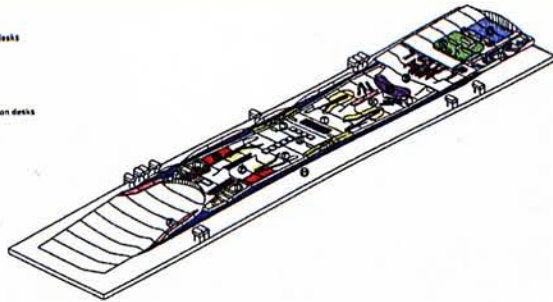
**Right Drawing (Plan View):**

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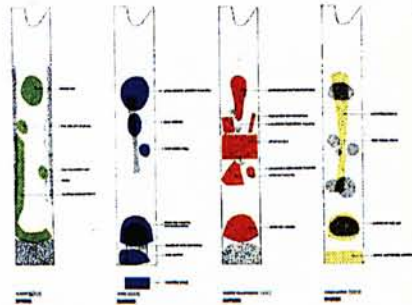


# Yokohama Port, Yokohama, Japan, Foreign Office Architect

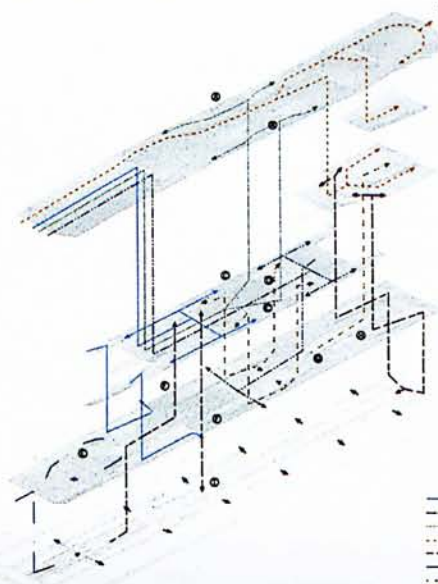
- ① Apron boarding: domestic
- ② Shops
- ③ Visitor's hall
- ④ Canteen
- ⑤ Entry to parking
- ⑥ Luggage retrieval
- ⑦ Yokohama Port PR centre
- ⑧ Cruise deck
- ⑨ Collapsible and moveable customs desks
- ⑩ Ticket control: domestic
- ⑪ Apron boarding: international
- ⑫ Collapsible and moveable immigration desks
- ⑬ Departure and arrival lobby
- ⑭ Foyer
- ⑮ Salon of Civic Exchange
- ⑯ Restaurants



- Citizens uncontrolled space
- Domestic controlled space
- International controlled space

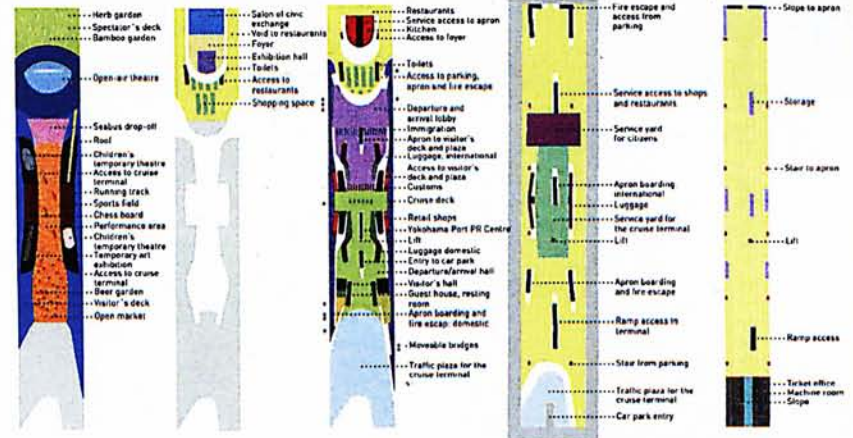
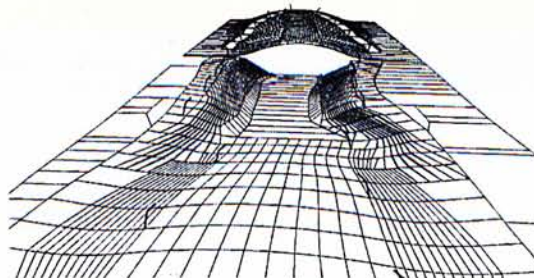


- ① Visitor's deck
- ② Seabus
- ③ Cruise deck
- ④ Cruise deck
- ⑤ Traffic plaza
- ⑥ Apron boarding
- ⑦ Luggage handling
- ⑧ Service
- ⑨ Lift



- Plaza
- Salon of Civic Exchange
- Restaurants / Shops
- Terminal
- Apron
- Parking

- Domestic passengers
- International passengers
- Visitors
- Citizens
- Access from parking
- Car access
- Luggage handling & services
- Fire exit





Plan Obus, Algiers, Le Corbusier





# Parkhouse, MVRDV

Vital urban programmes are essential to prevent historic centres from being reduced to cultural theme parks. The shopping area of Amsterdam city centre attracts 14 million visitors per year, which amounts to the total population of the Netherlands. 40,000 bus shoppers a day are squeezed into two metres wide alleys in a very small part of town. The Casareto programme turns every square metre of street level facade into shop windows, located large parts of the upper floor's empty and unused due to the retail rules which state that only the lowest floors have economic value. A sloping sandwich of parking areas and directly accessible shopping areas includes these upper floors, increasing their economic potential. It turns the block into a 'sponge' of accessibility, where valuable display frontage can be commercialised everywhere, even in the interior. The journey between the narrow streets becomes a pleasant ride over 'tall' of programmes, offering spectacular views across the historic city.

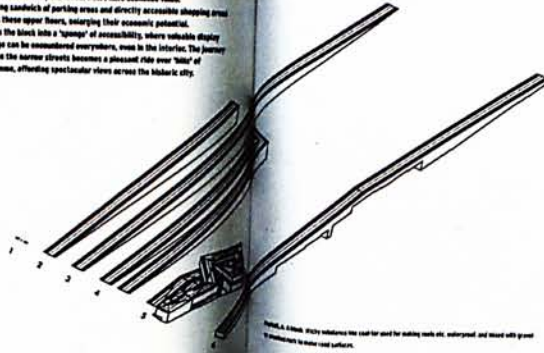
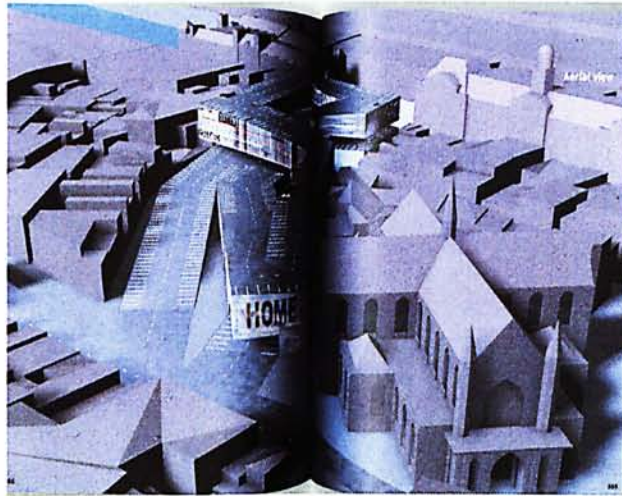
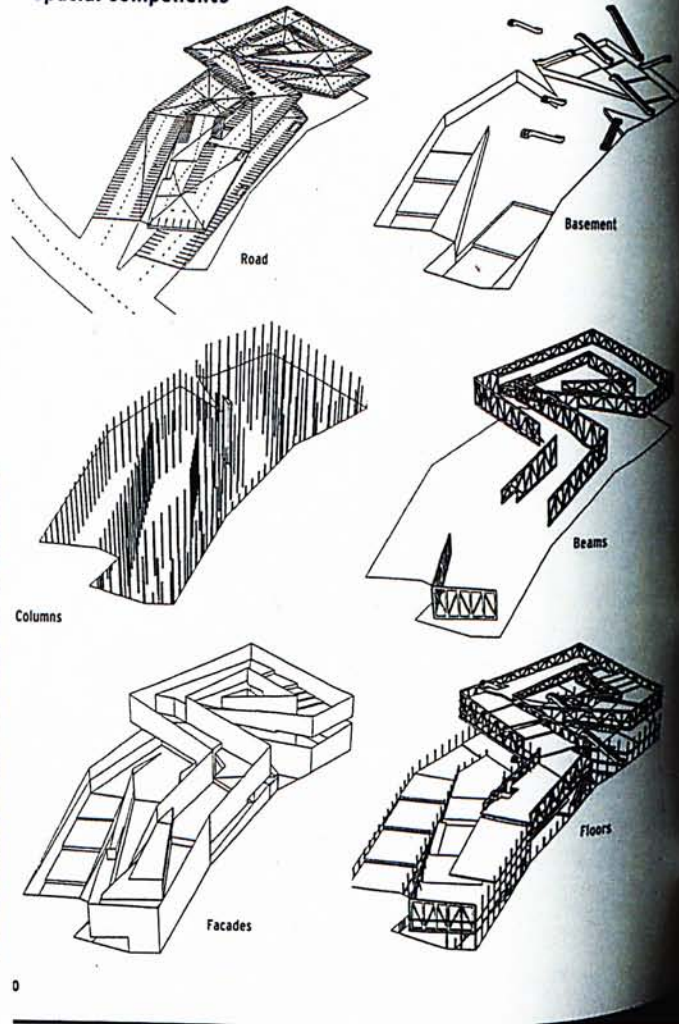


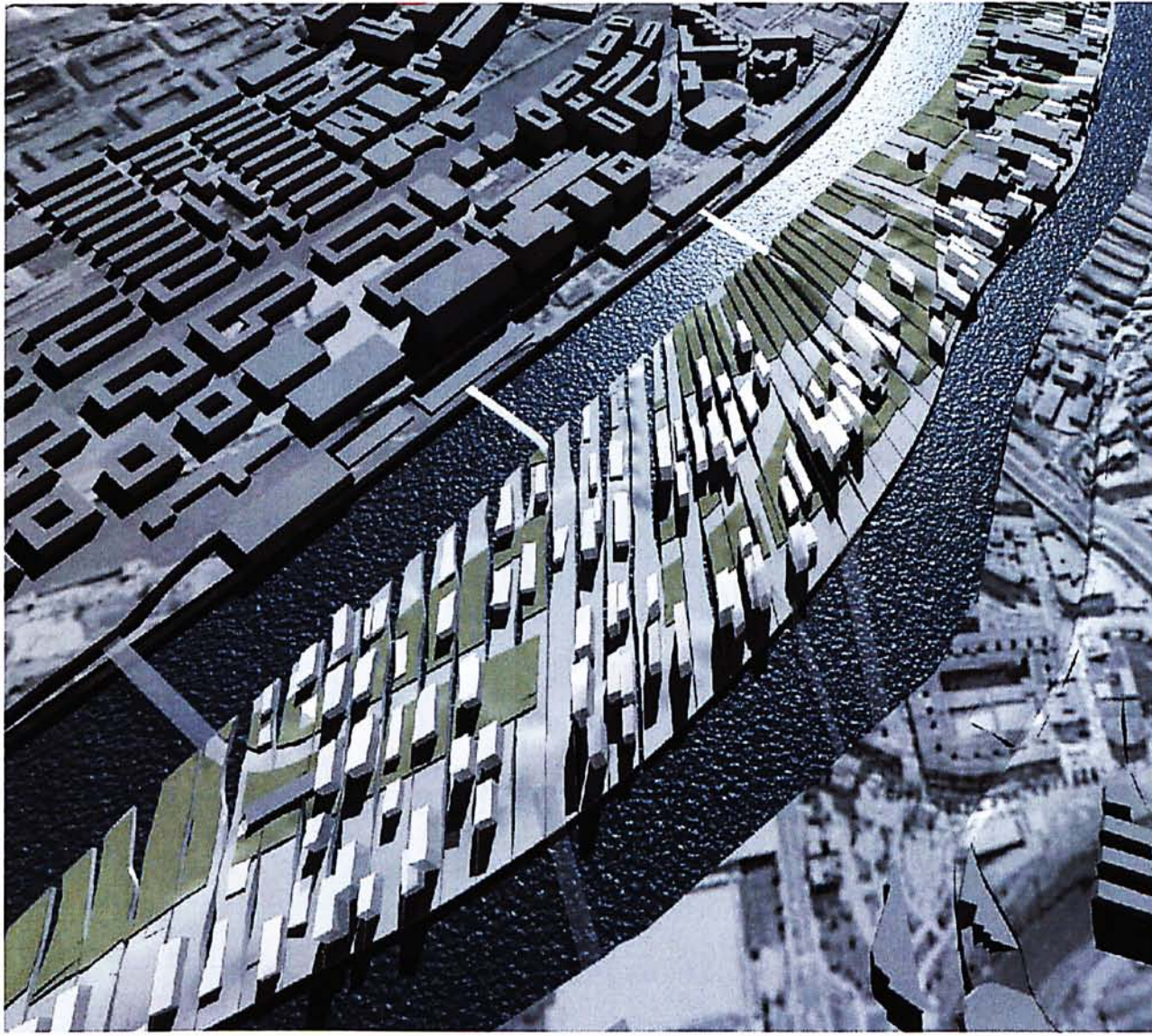
Figure 1. A block of city buildings can be used for parking, retail, and mixed with great convenience to make road surface.

## Spatial components





Zorrozaurre Master Plan, Bilbao, Spain, Zaha Hadid



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